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- AUDI A6 3.0
- MAZDA MX-5 1.5
- MERCEDES-BENZ GLC250

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PLUS

GROUP TESTS

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- AUDI A1 SPORTBACK 1.0 vs MINI ONE 5-DOOR 1.2 vs VOLKSWAGEN GOLF 1.2
- FORD KUGA vs MAZDA CX-5
- NISSAN QASHQAI – NEW VERSUS OLD



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GROUP TEST
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Come experience the Car of the Year 2015.



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LED tail lamps with light scenes



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Powerful turbocharged engine



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Combined driving cycle: New Passat (5.9 L/100 km). CO₂ emissions: New Passat (135 g/km).

Actual specifications may differ from model shown.



Das Auto.

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EDITORQUE

MAYBE, MINISTER

I can imagine myself behind the wheel at the (fantasy) Ministry of Private Transport, if our Government ever decides to put a car guy in charge of car-related policies.

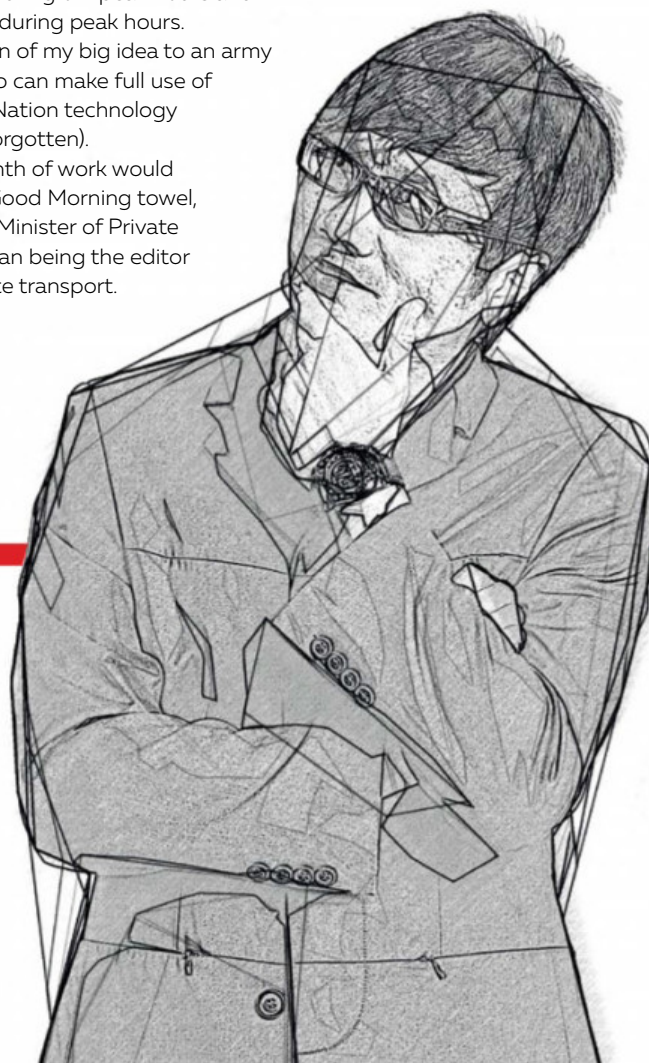
Naturally, my first task as the newly minted Minister of Private Transport would be to order my personal vehicle. Nothing fancy, of course, but it should have at least 200bhp and decent acceleration, so I wouldn't be late for my Meet-the-Motorists sessions held at multi-storey car parks.

My next task would be to shift the punitive car taxes from ownership to usage. Passenger cars will no longer cost an arm and a leg to buy, just a hand and a foot, but they'll be costly to drive during off-peak hours and extremely expensive to drive during peak hours.

I'll leave the implementation of my big idea to an army of scholarly civil servants, who can make full use of Singapore's tentative Smart Nation technology to make it happen (or soon forgotten).

My last task in my first month of work would probably be to throw in the Good Morning towel, after learning that being the Minister of Private Transport is much tougher than being the editor of this magazine about private transport.

David
EDITOR
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BOOSTING TORQUE



CHRISTOPHER TAN

He says that Singapore should wake up to the idea that vehicular test-beds are wasteful and rather pointless (pg 26).



DR ANDRE LAM

He made his way to Norway to test Bentley's 2016 Continental GT model range – his report from Oslo will be in our next issue.



KEVIN CHIN

Our non-towky believes that BMW's latest flagship (pg 62) is finally polished enough to take on the Mercedes-Benz S-Class.



SHREEJIT CHANGAROTH

Our mechanical engineer explains the science behind air suspension (pg 84), which equips many upmarket cars.



EDRIC PAN

He talks about the "COE cars" our kids will be lusting after, two decades from now (pg 32).



LYNN TAN

Doing the school run in an ever-changing lineup of cars can be exciting for her daughter, but a reality check is in order (pg 34).



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POST/MAIL OF THE MONTH

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"OVER-VALET" PARKING



LAI HUNG YEOW ☞ I notice a new phenomenon in valet parking. In the past, it was available only at exclusive events, clubhouses, country clubs, hotels and upper-class residences. Then it was introduced to places that are always short of parking lots all day long, so as to ease the burden on drivers looking for vacant lots. It's a great convenience to motorists and helps to ease traffic congestion caused by illegally parked vehicles left unattended.

But lately, carpark lots are being reserved for valets to valet-park vehicles. This is happening at shopping malls, hospitals and some public places. I appreciate valet parking when the carpark has reached its full capacity, but getting a valet to park your vehicle in a reserved lot when the carpark hasn't reached its full capacity sounds ridiculous.

Torque Interesting observation. Valet parking could be a form of customer service to make parking as painless as possible, even though not every motorist wants it.



300BHP SPORTS SALOONS

BOON KEONG OH ⇨ Greetings from a foreign reader in Malaysia. The Audi S3 Sedan can be a formidable rival to the Subaru WRX STI. I honestly prefer the S3 Sedan to the WRX STI, because I watched a video and found that the Audi is even faster than the Subaru. However, I cannot wait to see *Torque* do a Group Test of these two sports saloons!

Torque Thanks for your idea. Maybe we should do the shoot and 600bhp road test somewhere in Malaysia?

SEVEN DOLLARS AND TWO CENTS

JACKIE DOMINIC ⇨ I thoroughly enjoy reading *Torque* from cover to cover. For the price of just under seven bucks, it's pretty worth it. Those high-end supercars and sports cars are nice to read about, but maybe the mag can focus on affordable, locally available cars. Just my two cents!

Torque Thanks for your two cents' worth, which we value. Affordable newcomers do appear regularly in our magazine, such as this issue's Group Test contestants (pg 38 and pg 46).



PROMOTION QUESTION

MERVYN TING ⇨ I'm currently a *Torque* magazine subscriber. Am I still entitled to any promo if my subscription hasn't ended yet?

Torque Yes, you are, Mervyn. Existing subscribers are eligible for any promotion – their new subscription will start in the month/issue right after their current one ends.

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This fashionable yet functional timepiece is ready for outdoor activities, thanks to its silicon strap, stainless steel case and Trakbak compass technology. Visit www.crystalltime.com.sg for more information.

ONE VAN, ONE MAN

KENNETH LIM ⇨ In Japan, the smaller cars get the parking spaces quickly [*Torque* website blog: "Bigger is better in the whirl of cars"]. Yet, everywhere you go, there are minivans with only the driver on board. The higher the driving position, the more they think they control the road.

Torque Arigato, Kenneth, for your car culture tidbit direct from the Land of the Rising Sun.



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Where we interact with our readers, post automotive tidbits and run our popular "Guess The Car!" and "Caption The Photo!" contests.

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FANTASTIC CIVIC



■ Honda has unveiled the all-new Civic, which the carmaker says is sportier and roomier than its predecessor. More importantly, Honda has supposedly resolved the build quality issues plaguing the previous model by utilising better materials with soft-touch surfaces in the cabin.

New equipment for the interior includes an electric parking brake and infotainment system, which caters to smartphone

users with Apple CarPlay and Android Auto. To help passengers enjoy their tunes, the cabin's sound-deadening features include an acoustic glass windscreen and a more tightly sealed engine compartment.

Honda is keen to revive the Civic's sporty reputation as well. In this regard, the new car is around 31kg lighter than the old one and has a 25 percent stiffer body, too. For added stability, the

latest Civic is longer and wider than the previous one. Keener drivers will also be closer to the road, thanks to the front seats' lower hip points.

For the first time, this model is available with a turbocharged 1.5-litre engine. Enthusiasts won't be grinning, though, because this engine will

be paired to a continuously variable transmission (CVT).

The car does claw back some points, however, with its new suspension components and another Civic first – a torque vectoring option called Agile Handling Assist.

The new Honda Civic will reach Singapore in the third quarter of 2016.

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Specifications shown in illustration and descriptions may differ from standard equipment offered.





FEROCIOUS M

■ BMW has launched the M4 GTS, the brand's track-focused M4 variant. Compared to the regular M4, the GTS model is not only lighter (by 62kg) and more powerful, it also offers more tuneable settings as well.

Power-wise, the automobile produces 500bhp and 600Nm, or 69bhp and 50Nm more than the regular M4. The extra ponies are courtesy of the engine's new water injection system, which sprays a fine mist into the intake manifold plenum to lower

intake air temperatures. The car's century sprint time is a blistering 3.8 seconds. That's 0.3 of a second quicker than the M4.

This automobile's other standard goodies include forged wheels in a unique Acid Orange hue, carbon ceramic brakes and an adjustable rear wing. The coilovers' compression and rebound settings can be tweaked, too.

Only 700 units of the M4 GTS will be produced, and only two of these vehicles have been allocated to Singapore.



MORE DYNAMIC REGAL

■ Toyota is hoping that the updated Crown model will now appeal more to younger buyers. The Crown Royal variant, for instance, has a thicker and lower front bumper to lend the saloon a more athletic stance, while the cabin can be specified with black and brown upholstery for a more "youthful" appearance.

Even more eye-catching, on the other hand, is the Crown Athlete (right), which has an arrowhead-shaped grille and is available in a striking Pure Blue Metallic finish. The Athlete is also the first Crown model to be equipped with the carmaker's turbocharged

2-litre motor, which is paired to an 8-speed automatic gearbox.

This car can also be optionally equipped with ITS Connect, which enables wireless vehicle-to-vehicle and vehicle-to-infrastructure communications to reduce the risk of accidents. This technology, however, isn't being employed in Singapore yet.

At press time, official Toyota agent Borneo Motors has no plans to bring back the Crown, which left its local model lineup four years ago.



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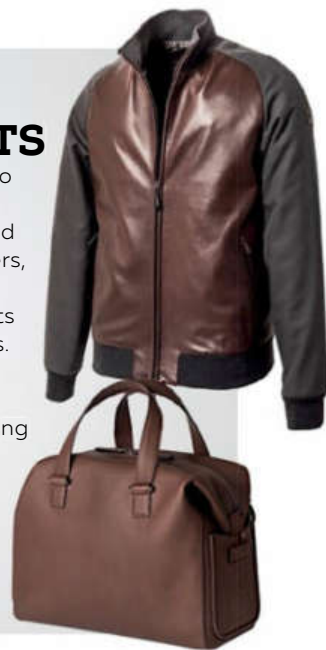


TRIDENT ACCOUTREMENTS

■ Italian fashion brand Ermenegildo Zegna has created a collection to complement the Maserati Ghibli and Quattroporte models. For jet-setters, there's a leather holdall and handy travel wallet, which features pockets for a passport and boarding passes.

Travellers heading to cold climes can check out the silk herringbone scarves and leather blouson. Catering to drivers, on the other hand, are the goat nappa driving gloves and calf leather sneakers.

If you're into driving shoes, check out our "Fancy Footwear" feature on page 96.



FOOT-POWERED LANDIE

■ Little Landie fans can now go off-roading in their very own Land Rover Defender pedal car, whose design is based on the current (and outgoing) Defender model.

Built by hand, each pedal car has an aluminium body and features an interior trimmed in leather. Budding off-roaders will be able to traverse rougher terrain, thanks to the rubber tyres and spring suspension. The car even has a parking brake and



can be ordered with a personalised licence plate.

Obviously, no COE is required, but acquiring this Land Rover will require parents to fork out an estimated \$21,296.

HYUNDAI HYPERCAR

■ Petrolheads who've always wondered what a hypercar from Hyundai might be like to drive can now do so, albeit virtually in *Gran Turismo 6*.

Called the Hyundai N 2025 Vision Gran Turismo, this virtual model packs 871bhp and weighs just 972kg, thanks to its carbon fibre monocoque. This gives it a power-to-weight ratio of 896.1bhp per tonne.

The N 2025, however, isn't powered by an internal combustion engine. Instead, it has hydrogen fuel cells that deliver 670bhp and a super capacitor that provides an additional 201bhp. The super capacitor is charged via the energy generated while braking.





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RICHARD

STORY JONATHAN TAN

RAWLINGS

■ TV PERSONALITY & OWNER OF GAS MONKEY GARAGE

R

RICHARD Rawlings comes from a pedigree of petrolheads, and the refined fuel courses through the veins of the 46-year-old.

Like his father, the inspirational figure in his life, Richard had always worked to realise his passion for cars. By age 14, he popped his car-ownership cherry with a 1974 Mercury Comet.

Since then, not only did many vehicles come and go, he also went into the transcontinental Gumball 3000 and Bullrun rallies, and won – twice in each case. He even holds the world record for covering the 4524km Cannonball Run from New York City to Los Angeles in 31 hours and 59 minutes, at an insane average speed of 141km/h.

These days, Richard can be seen on Discovery Channel's *Fast 'N' Loud: Demolition Theatre*, a reality series that tracks car restoration projects and customised vehicles in his successful Gas Monkey Garage.

Ahead of the series' 2015 season premiere (a few months ago), the outspoken Texas native gave *Torque* an insight into his shop's custom builds.

You've always worked to feed your passion for cars.

What was the turning point that made you decide to start Gas Monkey Garage?

It was when I was watching other TV programmes that

showed how garages built cars. I loved them, but they were so far above the common guy. I would never be able to afford a US\$200,000 to US\$300,000 car or bike. Gas Monkey Garage was born to make these cars accessible, so everyone can have his own hot rod.

How "accessible" are the Gas Monkey hot rods?

It really depends on the customer's budget, and we would match it. Some cars we buy and get them running before we flip them for figures that can be anything from US\$2000 to US\$10,000. Custom builds can range from US\$50,000 to US\$100,000.

What makes a Gas Monkey build so unique that customers from more than 40 countries keep coming back for more?

We really sit back and look at what a car is, and what it could be. Everyone could want that Camaro they see in a poster, but we try to take things further, add a little flavour and do things that'll set the car apart from the hundreds of other Camaros out there.

That does sound like a challenging undertaking.

It's really about deciding where to focus the time, effort and money into the build. We



definitely will have to decide on what the budget is going to be and how that will fit in with the vision for the car, so that it works out for all.

Speaking of undertakings, since you can build up almost any car, what would be that dream build you'd love to do?

My favourite build of all time would be the Ferrari F40. It was the most expensive and challenging Gas Monkey project to date. Even Ferrari commented that it had been well done. My dream car, though, would be a 1969 Lamborghini Miura. We can find one, but it's just that we can't afford to buy it and work on it.

What's been the most rewarding aspect about what you do?

It'll have to be how everyone can appreciate it. Seeing not just men, but women and children, too, enjoying it as a family is really awesome. I've always hoped for it, but I never dared expect it.

What advice would you give a first-timer attempting a transcontinental rally like the Gumball 3000 and Bullrun?

C The boss of Gas Monkey Garage is no ordinary Texan grease monkey, having achieved great success with his custom builds.



No matter what, be safe. You can get caught up in the adrenalin and excitement as you go a little faster than normal. Keeping an eye out and being safe will help you enjoy the experience.

Planning on more “rallying” sometime soon?

We’ve been really busy, but we’re racing in sanctioned events like the Pike’s Peak Hill Climb and drag racing. I’ve even got my own monster-truck setup.

If you only had one car to drive for the rest of your life, what would it be?

It would be the green Ford Mustang I have on the show. It’s a 1968 Shelby convertible that really lets me go everywhere! 🍷

“
**GAS MONKEY
GARAGE WAS
BORN TO MAKE
THESE CARS
ACCESSIBLE,
SO EVERYONE
CAN HAVE HIS
OWN HOT ROD.**
”



i ON THE

BMW i DESIGNER DANIEL
MAYERLE SHARES HOW
THE i3 AND i8 WERE DESIGNED
FOR SUSTAINABLE MOTORING.

PRIZE

Sustainability and motoring might sound contradictory. However, according to Daniel Mayerle, BMW i Designer for the stunning electric BMW i3 and i8 cars: "The world is changing, and luxury is no longer enough."

He elaborates: "Sustainability is just as important and is set to become the new premium. It's the new buzzword in both car design and building architecture. And BMW i is a concept that revolves around the premium aspect of sustainability."

The idea, he shares, is to let the fruits of the labour do the talking. "We don't try to educate people; we want to create desire and enthusiasm for our ideas." And the two cars are certainly able to elicit desire.

FORM FOLLOWS FUNCTION

Mayerle's philosophy is that form should always follow function. "It's 'the basis for good design.'" The appearances of both cars – designed from scratch – had the intended effect.

Mayerle and his team drew inspiration for the

i8 from abstract painting, where they were free to express their designs on canvas using various colours and abstract lines.

Another source of inspiration was science fiction. Envisioned as "a new generation of sports car for everyday use", this resulted in one that flows around the driver, from exterior to interior.

For the five-door hatchback i3, Mayerle drew inspiration for the interior from the open concept of a loft apartment.

He says: "Designing specifically for motorists of megacities like Singapore because city dwellers tend to spend a lot of time in their cars due to traffic congestions, the design team endeavored to make the interior of the BMW i3 as livable as possible in terms of the generosity of space, comfort and visibility from inside out."

Mayerle also explains the generous use of cloth in the car's interior: "With the drive so quiet, it was important to mute all the other noises. It's good for the climate of the interior. It's a new approach to high-grade or luxury products."



THE TAO OF SUSTAINABILITY

Just how sustainable is a car like the i3? Mayerle claims that 95 per cent of the materials used to produce it can be recycled. Advances in sustainable motoring have given rise to figures like these: "Overall, 25 per cent renewable raw materials were used in the interior of the i3. The textile upholsteries are made of 100 per cent recycled polyester."

Particularly for the fully electric i3, it marks a new frontier in vehicle cabin construction. The extensive use of lightweight, high-strength materials like carbon fibre reinforced plastics in the sculpting of the car's life module helps to achieve greater safety and efficiency.

Door trim panels and the dashboard are made from renewable natural fibres, naturally tanned leather and 100 per cent FSC-certified open-pore eucalyptus wood. Organic materials are used on the door panel interior.

"Ultimately, when you open the door and get into the car," Mayerle concludes, "you will be able to appreciate that the materials make a statement. They are not merely a trim or an enhancement."

The idea behind BMW's LifeDrive architecture in the i cars extends beyond developing a high-quality end product. It also involves quality in-process, thorough research across different megacities in the world, and talking to customers to figure out challenges of the future and mobility in urban environments for long-term, sustainable motoring solutions.

Little wonder, then, that the BMW i cars are poster boys for sustainable motoring.

BMW i3 concept drawing.



BMW i designer Daniel Mayerle.



The hybrid BMW i8 sports car.



Analyse This

CONSIDERING
THE "WHYS"
BEHIND THE NEWS

CONSULTING EDITOR
CHRISTOPHER TAN



11/NOV

STILL SLEEPING ON IT

Singapore should wake up to the idea that vehicular test-beds are wasteful and rather pointless.



THEY say that the road to hell is paved with good intentions, and that may well be true for Singapore's history of vehicular test-beds.

First, what is a test-bed? According to Wikipedia, it is a platform for conducting rigorous, transparent and

replicable testing of scientific theories, computational tools and new technologies.

We have been test-bedding all sorts of vehicles in the past two decades, from fuel-cell Mercs and biofuel Smarts to fleets of electric and diesel cars (yes, we needed to test-bed diesel vehicles).

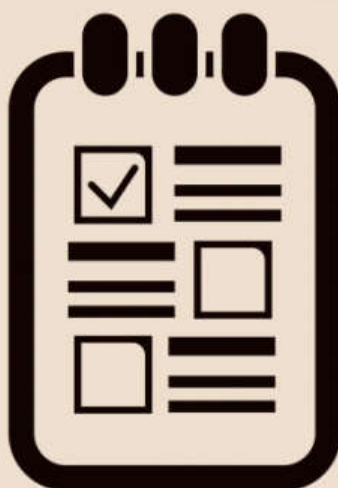


BYD has a fleet of E6 electric cars being tested in Singapore under "real-life conditions", but with artificial exemption from taxes.

Before coming to Singapore, most of these vehicles had already been tested elsewhere. So we were by no means "conducting rigorous, transparent and replicable testing of scientific theories".

Ostensibly, our intention was to find out how these vehicles performed in the local context. And for that, we launched the Transport Technology Innovation Development Scheme, or Tides. The scheme is spearheaded by the Economic Development Board, which has roped in agencies like the Land Transport Authority and the Energy Market Authority (EMA) to conduct these on-road trials.

But after nearly 20 years and tens of millions of dollars, what have we to show for it? What great scientific discovery have we unearthed?



And more importantly, what economic value-add has the country gained?

Granted, most of the millions spent have been in the form of taxes foregone (test-bed cars, wearing yellow-and-blue research plates, are practically tax-free), but money is money.

Let's take the example of the \$20 million electric vehicle (EV) "test-bed" conducted by the EMA (see sidebar *Electric Dreamland*).

We are embarking on yet another "test-bed", now involving a far larger fleet of EVs in a car-sharing scheme. This experiment is expected to cost at least \$100 million (mostly in foregone taxes, again), but experts are already saying it is doomed from the start.

For starters, car-sharing has never been popular here, mainly because taxis are fairly affordable. Secondly, an EV fleet needs parking spaces with chargers. This being the first time we are conducting this experiment, we are unlikely to get the location of these parking spaces right (because we do not know the demand pattern).

So we will probably be stuck with unsuitable locations, or we will spend lots of money and effort hacking up and relocating chargers every few months.

But as sure as the sun rises, we will embark on this "test-bed", at the end of which high-ranking officials will pat themselves on the back, saying: "Well done, well done." No one will, however, be actually wiser about EVs, or car-sharing, or what we could have done with \$100 million.

Meanwhile, a fleet of BYD electric cars are plying here like limos or on-call taxis. These, too, are exempted from vehicular taxes, thanks to Tides. Think about it: tax-free vehicles competing with other fleets that pay full taxes.

Asked about this, an EDB spokesperson said the BYD cars "operate in actual road conditions", and this allows the Government to "better understand the optimal business models and the charging infrastructure required".

Did they not learn these from the EMA "test-bed", which was carried out "in actual road conditions"?

"BYD's commercial fleet of EVs allows relevant agencies to collect a diverse range of data in real-life conditions," she added. "Data collected will help agencies in the development of advanced mobility solutions in the context of Singapore's traffic rules and road environment."

Just as lofty and high-sounding as the EMA objectives. But isn't allowing BYD tax-free status giving it an unfair advantage over other fleet operators?

The EDB spokesman said the scheme "is not intended to confer commercial benefits to individuals or fleet operators, but remains

to attract high-value, knowledge-based economic activities in Singapore". (I can imagine her saying it with a straight face, too.)

"It is also necessary for BYD to run its fleet of EVs commercially so that the relevant agencies can collect the necessary data under real-life conditions and also study the feasibility of EV fleet business models," she continued.

What "real-life conditions", when you do not have to incur millions in Additional Registration Fees, Certificates of Entitlement, and other related taxes and tariffs? This is not "real-life". It is as artificial as you can get.



ELECTRIC DREAMLAND

The objectives at the start of the EMA's \$20 million electric vehicle "test-bed" were ambitious and high-sounding, like finding out precisely how efficient electric vehicles were in the hot and humid stop-start driving environment here, and how EV owners could sell unused power back to the electricity grid.

But in the end, the findings were no more illuminating than what the automotive community already knew from the reams of published literature available on the Internet. The agency concluded that EVs were feasible in Singapore, but their cost remained the biggest hurdle.

A secondary-school student could have told you that – and for far less than \$20 million.

WHAT ECONOMIC VALUE-ADD HAS SINGAPORE GAINED FROM TEST-BEDDING ALL SORTS OF VEHICLES IN THE PAST TWO DECADES?



Singapore has test-bedded fuel-cell Mercls, biofuel Smarts, electric vehicles and, for some reason, these German diesel cars.

ELECTRIC DISCONNECT

Way back in the 1980s, Singapore Power wanted to dabble in electric vehicles. So did the Defence Science and Technology Agency. If EDB joined forces with them, it could have had an equal footing with all the other EV researchers around the world. In fact, it could even have had a head start, seeing that homegrown GP Batteries was also keen.

There were also homegrown private technopreneurs and inventors who sought EDB support for their EV-related quests, only to be turned away.

We could have been bigger and more advanced than Renault-Nissan, BMW or even Tesla (in fact, when Tesla was at its infancy, we could have bought into it). By now, we could have had a thriving, buzzing EV hub in Tuas.

Apparently, BYD has committed to invest in Singapore, with plans to set up a regional headquarters, a joint lab with A*Star and a centre to "export e-mobility solutions to South-east Asia and beyond".

Export e-mobility solutions to the world – that's really impressive. Let's see if it happens. If it does, it will be the first tangible spin-off we have after two decades of "test-bedding".

The thing is, BYD already has a huge setup in its home country, China. *Torque* has visited this facility, and it is rather impressive. Cutting-edge research is being done there. So why is Singapore re-inventing the wheel? Wouldn't it be better if we did what Warren Buffet did – that is, to buy a stake in BYD?

Singapore had plenty of opportunities to be "cutting-edge" in the e-mobility sector (see *Electric Disconnect*). Instead, we are now trying to play catch-up. Which is admirable, if only we were doing it the right way. But what would be the right way?

Well, one suggestion comes to mind. It is not entirely radical, but it involves breaking conventions (something Government agencies are especially averse to). The plan calls for granting sizeable rebates to EV buyers. The current carbon-based rebates are inadequate, and skewed against EVs.

We suggest going back to the ARF-based rebates – say, 50 to 60 percent of a car's open market value (OMV). To make it more socially equitable, we can cap the OMV at \$50,000. Electric cars with higher OMVs could be

granted smaller tax breaks.

And here is the unconventional bit: Allow owners to modify their cars' powertrain and battery pack, with light-touch regulations from the LTA. So, instead of leaving research to a few scientists to come up with innovative solutions, we leverage on a population of enthusiasts.

After all, that was how plug-in hybrids gained traction. Before mainstream vehicle manufacturers started making plug-in hybrids, geeky hybrid owners (mostly in the US) were tinkering with their Priuses in the garage because they wanted a longer electrical range. They exchanged notes over community forums, drank copious amounts of Dr Pepper and, before long, gave birth to the first versions of the modern-day plug-in hybrid electric vehicle.

Will Singapore ever dare do such a thing? Probably not. We do not like things we have little control over.

We like predictability. We like big companies. We like test-beds. 🙄

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Behind the Wheel

JEREMY CHUA



CARS ARE MALE OR FEMALE

How an automobile looks, sounds and drives determines whether it is male or female.



TO non-petrolheads, an automobile is just a machine that takes you from point A to point B. But because petrolheads see cars as living beings, they automatically assign a sex to them.

How does a car qualify as

male or female? Well, it has to do with human gender stereotypes, particularly when it comes to aesthetics. A hulking Hummer and rugged Land Rover Defender, for instance, are definitely males, for they're like warriors of old who conquer inhospitable terrain.

Despite its wide "hips", a Porsche 911 is masculine, not feminine. Although said

Colour doesn't determine a car's "sex".



model in the animated movie *Cars* is female (Sally Carrera), the 911 drives more like a Teutonic stallion than a German mare.

Some American muscle cars are a bit tricky. The square-jawed Dodge Challenger is definitely male, but the latest Chevrolet Corvette may draw mixed opinions because, although it has a curvy bonnet, it also has an angular rear end.

Certain classic cars, on the other hand, leave no room for confusion. The 1962 Ferrari 250 GTO, with its long bonnet and pert bum, is all woman. Ditto the 1957 Mercedes-Benz 300SL Roadster.

The most aggressive yet feminine car I've driven lately is the Jaguar F-Type R. This alluring coupe draws admiring glances with its lines, while intimidating other motorists with its angry voice. The crack of its exhaust even sounds like the crack of a bullwhip.

This makes me picture the F-Type as an "automotive dominatrix" screaming for more high-octane fuel. Naturally, her submissive driver willingly obliges (despite the pain in his wallet).

A car's "sex", however, does not affect its performance. Be it male or female, a poorly manufactured vehicle will be mediocre at best, while a properly engineered automobile is probably a rewarding drive.

A well-built car that's fun to drive and good-looking, on the other hand, is simply sublime. 🌿

JEREMY PRACTISES DOUBLE STANDARDS - HE THINKS THAT ALL AUTOMOBILES SHOULD BE RESPECTED, BUT FEELS THAT THE FEMALE CARS DESERVE EXTRA TLC.



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Ed Lib

EDRIC PAN



FUTURE CLASSICS

He believes these are the "COE cars" our kids will be lusting after, two decades from now.



CONFESION time. When the wife isn't around, I can't resist whipping out the iPad and spending an intensely pleasurable half hour or so gazing at forbidden fruit and, yup, indulging some lustful fantasies. Which invariably leaves me feeling guilty and remorseful thereafter. Yes, Sgcarmart does that to you.

The ads I find myself most drawn to are the "COE car" ones, particularly those for 1990s or early-2000s machinery. Probably because that's the period when my desire for performance cars bore the most inverse relation to my ability to afford one.

Mazda Efni RX-7, Honda

Integra Type R (DC2), BMW M Coupe, BMW M5 (E39), Mercedes 190E 2.3-16, Alfa 156 GTA wagon, VW Golf GTI Mk1, Subaru WRX (GC), Lotus Elise S1, Coupe Fiat – each of these has caught my eye at one time or other. In fact, over the years, I've actually succumbed and bought a couple of these cars.

Not everything old automatically becomes desirable, of course. But when I think about it, almost everything that has seriously piqued my interest on that blasted car-porn website is a collectible, and a few of them can even be described as cult classics.

It got me thinking: Which of today's current crop would qualify as future classics 15 or 20 years down the road? Which cars will our kids be salivating over (behind their wives' backs) while locked

in the bathroom or bedroom surfing Sgcarmart?

Porsche's Cayman GT4 comes immediately to mind. Gorgeous, uncompromisingly hardcore, boasting superb engineering pedigree and sold out almost before it was launched.

The Nissan GT-R is another possibility. Those brutal Gundam-inspired looks haven't aged a day since the coupe appeared in 2007, and the GT-R's supercar-slaying straight-line performance and cornering ability are likely to remain jaw-dropping, even years from now.

The current VW Golf R, I think, will be the object of future desire, too. Flying slightly under the radar with its subtle looks, it has nevertheless gained huge praise from enthusiasts and journalists worldwide for its thumping performance, playfully agile handling and all-wheel-drive security married to everyday Golf useability.

Finally (and probably controversially), I would cite the Toyota 86 and its Subaru BRZ twin. This obscure duo have sold so poorly that they will almost certainly not be replaced when their time is up, but that not only ensures their rarity, it also means they will be the last of their line, giving a further boost to their collectible status. And they are brilliant to drive – hardly electrifying in a straight line, but light on their feet and beautifully balanced, with sublime, feelsome steering.

This side of a Lotus Elise, nothing feels as intimate and connects you as closely to the road. 🏎️

The Porsche Cayman GT4 is first on Edric's list of future classics.



SHOULD EDRIC FEEL THE NEED TO SHOW HIS GRANDKIDS WHAT IT WAS LIKE TO DRIVE SOMETHING TRULY INVOLVING, HE WOULD JUST HAND THEM THE KEYS TO THE 86/BRZ "COE CARS".

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Her World Of Motoring

LYNN TAN

THE WAY SHE GOES TO SCHOOL

Doing the school run in an ever-changing lineup of cars can be exciting for her daughter, but a reality check is in order.



FOR most parents and their children, the daily school run is a routine affair that runs like clockwork – same time, same place, same car. My child's school run is no different, except the car bit.

She gets picked up in a different car every so often that I notice quizzical looks from some parents. They do not know that these are cars I'm test-driving.

My daughter was one of two lucky young participants who won a crossword puzzle contest at the recent Porsche Circuit event held to mark SG50 and the 30th anniversary of Stuttgart Auto. The prize was a special opportunity to be ferried to and from school in a Porsche 911 Carrera GTS, with a Porsche Carrera Cup Asia racer behind the wheel – Ro Charlz Skyangel.

 Porsche's special school run had a racing driver in a racy 911.



While it wasn't the swankiest car that she has ever been picked up in (that would be the Rolls-Royce Wraith last October), it was definitely the coolest – car and driver combined.

When Charlz dropped her back home after school that afternoon, I thanked him profusely for being such a good sport in entertaining the little one. He said that they had a wonderful time in the coupe, singing along to *Frozen* and Taylor Swift tracks. Then my daughter whispered to me, with that cute smugness all five-year-olds possess: "Uncle Charlz only knows how to sing the 'let it go' part, but I taught him the rest of the words."

This experience was a first,



not just for my daughter but for Charlz, too, I'm sure.

Sometimes, after switching back to my regular ride after consecutive test-drive cars, my daughter expressed disappointment as to why it wasn't a different car that day.

Despite the innocence of her reaction, my husband and I have discussed how growing up in a car-crazy environment will affect her.

She assumes that cars, like toys, are a part of everyday life. And just as she gets to choose an extra-special toy for her birthday and at Christmas, the day may come when she picks out her dream car and tells us, matter-of-factly, "I already chose what car I want", and expects it to pull up in front of her. 🙄

LYNN RECKONS THAT THE EVENTUAL CHAT WITH HER DAUGHTER ABOUT THE BIRDS AND THE BEES HAS TO INCLUDE ADDITIONAL INFO ABOUT TEST CARS AND BHP.

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11/NOV



THE K IN ROCK

The Mercedes-Benz GLK is a robust all-terrain vehicle that's larger and tougher than the GLA. Upright, squarish and serious, the GLK looks more comfortable in rugged places than in urban areas, and comes across as a utility tool rather than a luxury item. But its replacement, the less squarish and serious GLC (pg 60), prefers ritz to rocks.



AND ALSO

- AUDI A1 SPORTBACK 1.0 vs MINI ONE 5DR 1.2 vs VOLKSWAGEN GOLF 1.2
- FORD KUGA vs MAZDA CX-5 ■ NISSAN QASHQAI – NEW VERSUS OLD
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**AUDI A1
SPORTBACK 1.0**

versus

**MINI ONE
5-DOOR 1.2**

versus

**VOLKSWAGEN
GOLF 1.2**

STORY JEREMY CHUA
PHOTOS TAN MENG CHOON
ART DIRECTION SEAN LEE

GROUP TEST



STYLE STATEMENTS

Which of these contenders would appeal the most to motorists looking for a stylish and practical European hatchback under \$123k?



A car chosen by a buyer because of its design isn't just a regular runabout – it is also the owner's automotive style statement. The three hatchbacks we've gathered here are known for their strong designs, which make them stand out on every road and in any carpark.

Arguably the most recognisable vehicle in this story is the MINI One 5-Door. Good looks aside, the One will be keen to show it actually has the practicality to measure up to rivals like these.

Also eager to display its practical side is the updated A1 Sportback. The latest entry-level Audi is now more efficient, thanks to its new 1-litre 3-cylinder motor, which replaces the 1.4-litre 4-cylinder in the original model.

It may not look as flamboyant as its two competitors, but the Volkswagen Golf nonetheless boasts a handsome design. The Golf is also the largest contender here, but it will have to prove that it offers more than just roominess in order to convince buyers.

Which of these stylish hatchbacks, in our opinion, would be most appealing to the shopper with a \$123k budget? Continue reading to find out.



MOST EFFICIENT ENGINE

ENGINE

Audi's 1-litre 3-cylinder with 95bhp and 160Nm sounds the nicest, and is the most economical motor, too.

11.1 seconds
(0-100KM/H)



AUDI A1 SPORTBACK 1.0



MOST TORQUE ON TAP

ENGINE

MINI's 1.2-litre 3-cylinder with 102bhp and 180Nm feels the most willing, but is slightly thirstier than its rivals.

10.5 seconds
(0-100KM/H)



MINI ONE 5-DOOR 1.2



MOST REFINED DRIVETRAIN

ENGINE

Volkswagen's 1.2-litre 4-cylinder with 105bhp and 175Nm is the quietest engine here.

10.2 seconds
(0-100KM/H)



VOLKSWAGEN GOLF 1.2



↻
Seven-speed
dual-clutch S
tronic delivers
the quickest
gearchanges.



↻
Six-speed
automatic
has the fewest
ratios, but is the
smoothest when
moving off.



↻
Seven-speed
dual-clutch
gearbox isn't
as quick as
the A1's, but
it's equally
seamless.

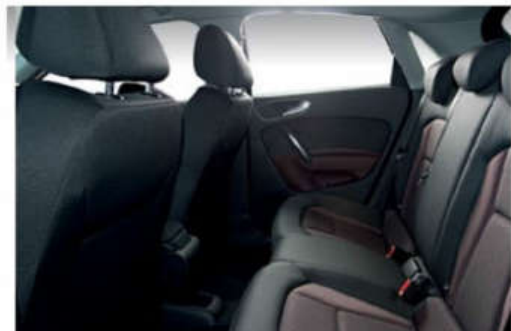


AUDI A1 SPORTBACK 1.0



COCKPIT

Has the highest build quality and is the only one with paddle-shifters (as tested), but it lacks a proper footrest, which affects the driver's comfort on long drives.



MINI ONE 5-DOOR 1.2



COCKPIT

Cooler cockpit, with funky lighting, and it's the only one with keyless ignition. Front seats' extendable thigh support will be welcomed by the driver and co-driver.



VOLKSWAGEN GOLF 1.2



COCKPIT

Most spacious for front occupants, who get the best headroom and biggest storage points. It's also the only cockpit with an electric parking brake.





BACKSEAT

Better suited to petite passengers as backseat space is at a premium. The seatback angles are too upright and cannot be adjusted either.



BOOT

Audi's 270-litre cargo area is the least suited to loading/unloading items at night, due to its unexpectedly small boot light.



BACKSEAT

Ideal for families with small children, as the Isofix markings are the clearest. Rear windows are also fully retractable, unlike the other two cars'.



BOOT

MINI's 278-litre boot space is the most convenient as it has the lowest loading height and, like the Golf, has a 12-volt power outlet.



BACKSEAT

Roomiest of the trio and roomy for occupants with big feet, too, thanks to ample footwell space. Also the only backseat with rear air-con vents.



BOOT

Golf's 380-litre cargo capacity is the most commodious and comes with an integrated parcel shelf for greater cargo-carrying flexibility.



THE GOLF IS THE MOST COMFORTABLE, THE A1 IS THE NIMBLEST, WHILE THE MINI ONE HAS THE PUNCHIEST PERFORMANCE.

LAST WORD

The Audi A1's drivetrain sounds sweet and is comparatively frugal, but its relaxed character probably won't suit drivers in a hurry. Although the car's interior is smaller than the others, the cabin's quality is the best in this price range. The A1 would have earned a full "A1" score if the rear bench was more comfortable.

When it comes to hatchback space and comfort, the Volkswagen Golf is unmatched in the market segment named after it. This automobile's overall design might look conventional compared to its two chic rivals, but it appeals to drivers who prefer understated style. The car's list price is also very appealing: At press time, it costs \$11.2k and \$12.5k less than the A1 and One respectively.

The MINI One is the priciest of this trio, but its design has the most panache and its drive is the most enjoyable. The fact that it offers decent practicality makes its style statement more complete. 🚗



KEYS (From left) The buttons on the Golf's switchblade-type key have the best tactility, the One's fob looks the funkiest, while the soft buttons on the A1's key are the easiest to press.

AUDI A1 SPORTBACK 1.0 (A) DRIVETRAIN

TYPE	Inline-3, 12-valves, turbocharged
CAPACITY	999cc
BORE X STROKE	74.5mm x 75.4mm
COMPRESSION	10.5:1
MAX POWER	95bhp at 5000-5500rpm
MAX TORQUE	160Nm at 1500-3500rpm
POWER TO WEIGHT	87.2bhp per tonne
GEARBOX	7-speed dual-clutch with manual select
DRIVEN WHEELS	Front

PERFORMANCE

0-100KM/H	11.1 seconds
TOP SPEED	186km/h
CONSUMPTION	22.7km/L (combined)
CO2 EMISSION	102g/km

SUSPENSION

FRONT	MacPherson struts, coil springs, anti-roll bar
REAR	Torsion beam, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Discs
---------------------	--------------------------

TYRES

TYPE	Bridgestone Turanza T001
SIZE	245/45 R16

SAFETY

AIRBAGS	6
TRACTION AIDS	ABS, ESC

MEASUREMENTS

LENGTH	3973mm
WIDTH	1746mm
HEIGHT	1422mm
WHEELBASE	2469mm
KERB WEIGHT	1090kg
TURNING CIRCLE	10.6m

BUYING IT

PRICE INCL. COE	\$122,000 (after \$15k CEVS rebate)
WARRANTY	3 years/100,000km



HIGHEST BUILD QUALITY, RORTIEST ENGINE NOTE, MOST EFFICIENT DRIVETRAIN

RATHER RELAXED PERFORMANCE, SQUEEZED BACKSEAT, SMALLEST BOOT SPACE

BEST IN EFFICIENCY

MINI ONE 5-DOOR 1.2 (A)

DRIVETRAIN

TYPE	Inline-3, 12-valves, turbocharged
CAPACITY	1198cc
BORE X STROKE	78mm x 83.6mm
COMPRESSION RATIO	10.2:1
MAX POWER	102bhp at 4000rpm
MAX TORQUE	180Nm at 1400rpm
POWER TO WEIGHT	86.8bhp per tonne
GEARBOX	6-speed automatic with manual select
DRIVEN WHEELS	Front

PERFORMANCE

0-100KM/H	10.5 seconds
TOP SPEED	192km/h
CONSUMPTION	19.6km/L (combined)
CO2 EMISSION	119g/km

SUSPENSION

FRONT	MacPherson struts, coil springs
REAR	Multi-link, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Discs
--------------	--------------------------

TYRES

TYPE	Pirelli Cinturato P1
SIZE	195/55 R16

SAFETY

AIRBAGS	6
TRACTION AIDS	ABS, DSC

MEASUREMENTS

LENGTH	3982mm
WIDTH	1727mm
HEIGHT	1425mm
WHEELBASE	2567mm
KERB WEIGHT	1175kg
TURNING CIRCLE	11m

BUYING IT

PRICE INCL. COE	\$123,300 (after \$10k CEVS rebate)
WARRANTY	3 years/70,000km



ONE



FUNKIEST COCKPIT, MOST ENERGETIC PERFORMANCE, NICEST INFOTAINMENT



NARROWEST BACKSEAT, FEWEST GEARBOX RATIOS, RELATIVELY THIRSTIER MOTOR

BEST IN SPORTINESS

VOLKSWAGEN GOLF 1.2 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves, turbocharged
CAPACITY	1197cc
BORE X STROKE	71mm x 75.6mm
COMPRESSION RATIO	10.5:1
MAX POWER	105bhp at 4500-5500rpm
MAX TORQUE	175Nm at 1400-4000rpm
POWER TO WEIGHT	90.9bhp per tonne
GEARBOX	7-speed dual-clutch with manual select
DRIVEN WHEELS	Front

PERFORMANCE

0-100KM/H	10.2 seconds
TOP SPEED	192km/h
CONSUMPTION	20km/L (combined)
CO2 EMISSION	115g/km

SUSPENSION

FRONT	MacPherson struts, coil springs
REAR	Multi-link, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Discs
--------------	--------------------------

TYRES

TYPE	Pirelli Cinturato P7
SIZE	205/55 R16

SAFETY

AIRBAGS	7
TRACTION AIDS	ABS, ESP

MEASUREMENTS

LENGTH	4255mm
WIDTH	1799mm
HEIGHT	1452mm
WHEELBASE	2637mm
KERB WEIGHT	1155kg
TURNING CIRCLE	11.1m

BUYING IT

PRICE INCL. COE	\$110,800 (after \$10k CEVS rebate)
WARRANTY	3 years/100,000km



GOLF



ROOMIEST INTERIOR, MOST REFINED RIDE, LOWEST ASKING PRICE



NO STEERING WHEEL CONTROLS, LEAST COLD AIR-CON, "SAFE" STYLING

BEST IN SPACIOUSNESS

FORD KUGA versus MAZDA CX-5

STORY & PHOTOS YANG
ART DIRECTION MICHAEL CHIAN

GROUP TEST



URBAN ACTIVITY VEHICLES

These competing
crossovers are
automotive
UAVs designed
to navigate
the concrete
jungle and the
occasional park.



MENTION "UAV" and most people would think of an unmanned aerial vehicle – a buzzing drone, with or without an underslung camera. The Kuga and CX-5 are another kind of UAV – urban activity vehicle. Like drones, these vehicular UAVs have become popular here.

Both cars are comfortable, practical, and suitable for urban and suburban excursions. But these vehicles have different personalities and characteristics. And I think the CX-5 looks more stylo milo than the Kuga.

The compact Ford crossover, around since 2013, has had a

recent refresh. There are no styling changes, but the car is packed with fresh goodies that make it more appealing than before.

Under the hood, the 1.6-litre EcoBoost engine has been downsized to 1.5-litre, but the turbocharged 4-pot is otherwise unchanged. There's 182bhp and 240Nm, coupled to a 6-speed dual-clutch transmission.

That means the power delivery is smooth and uninterrupted, with the only thing missing being paddle-shifters, which would have made the driving experience a tad more exciting.

Unlike the turbo Ford, the CX-5 engine relies on natural aspiration. The 2-litre 4-cylinder produces 165bhp and 210Nm. It loses out in pure numbers, and doesn't have the midrange punch of the Kuga. But thanks to the lack of turbo lag



and perhaps the absence of four-wheel-drive, the Mazda feels more eager off the line.

The CX-5 has six gears like the Kuga, and its conventional automatic performs just as well as Ford's fancier dual-clutch gearbox, with the Mazda's torque converter "locking up" most of the time for added efficiency and immediacy.

On paper, the CX-5 accelerates more quickly than the Kuga, but has a lower maximum speed. On tarmac in the real world, there's really not much of a performance difference between the two rival cars. And both are equally quiet on the move.

Still on real-world tarmac, the CX-5 corners with less body roll than the Kuga, but this comes at a price – the Mazda's ride is firmer. The Japanese car has sharper turn-in, too, but the Kuga



Both cars are spacious for their size and well-equipped, but the Ford Kuga has a funkier cabin, while the CX-5 is more user-friendly.

FORD KUGA vs MAZDA CX-5



ENGINE	1498cc, 16-valves, inline-4, turbocharged
MAX POWER	182bhp at 6000rpm
MAX TORQUE	240Nm at 1600-5000rpm
POWER TO WEIGHT	113bhp per tonne
GEARBOX	6-speed dual-clutch with manual select
0-100KM/H	10.1 seconds
TOP SPEED	200km/h
CONSUMPTION	13.5km/L (combined)
CO2 EMISSION	171g/km
PRICE INCL. COE	\$153,999 (no CEVS rebate/surcharge)



ENGINE	1998cc, 16-valves, inline-4
MAX POWER	165bhp at 6000rpm
MAX TORQUE	210Nm at 4000rpm
POWER TO WEIGHT	108bhp per tonne
GEARBOX	6-speed automatic with manual select
0-100KM/H	9.5 seconds
TOP SPEED	187km/h
CONSUMPTION	15.6km/L (combined)
CO2 EMISSION	148g/km
PRICE INCL. COE	\$144,888 (no CEVS rebate/surcharge)



scores higher with the driver in terms of feel, feedback and road grip, while also giving him a more pliant ride.

Over our three-day test, both vehicles returned around 12km per litre, which is reasonable economy. Official figures, however, indicate that the Mazda is more fuel-efficient than the Ford, averaging an additional 2.1km per litre of petrol.

These are high-spec models (Kuga Titanium and CX-5 Premium), so their equipment levels are, well, high. The Ford's is even higher than the Mazda's.

In addition to "repeat" features such as keyless entry/ignition, dual-zone climate control, Xenon/LED exterior lights, solid hi-fi sound, an electrically adjusted driver's seat and a multi-function steering wheel, the Kuga has a panoramic sunroof (against the Mazda's regular one), active cruise control (unlike the

Mazda's standard-issue system), automated parking (unavailable in the CX-5) and four-wheel-drive (the CX-5 is front-drive).

But the Mazda has GPS satellite navigation, lane-keeping assistance/warning and blind-spot monitoring – all of which are absent in the Ford.

Inside both cabins, the materials used should meet the expectations of buyers in the \$140k–\$150k price bracket.

Personally, I prefer the Kuga's fabric/leather upholstery, but I find the CX-5's dashboard nicer, neater and easier to operate.

These are well-packaged five-seater crossovers, so they offer plenty of interior space, as well as easy accessibility for occupants.

So, which of these automotive UAVs would I choose to navigate the concrete jungle and the occasional park? If I ignore the \$9000 extra, I'll pick the Ford Kuga. 🌿



**THE CX-5
ACCELERATES FASTER
AND CORNERS
MORE FLATLY, BUT
THE KUGA RIDES
BETTER AND GRIPS
MORE STRONGLY.**



Ford's turbo
1.5-litre is
punchier
than Mazda's
non-turbo
2-litre, but
the latter
(theoretically)
uses less fuel.



**NEW NISSAN
QASHQAI 2.0**

versus

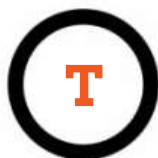
**OLD NISSAN
QASHQAI 2.0**

STORY JEREMY CHUA
PHOTOS JASPER YU
ART DIRECTION SEAN LEE

GROUP TEST

URBAN NOMADS

Two generations of Nissan's Qashqai – which one has even better new-age nomadic attributes to attract folks who love wandering our urban jungle?



THE first-generation Qashqai, which was launched back in 2007, has all the characteristics of a modern crossover. It offers good practicality with its five-door hatchback body, higher ground clearance and, being front-wheel-drive, greater efficiency than a traditional 4x4 SUV.

The first Qashqai is also fun to drive. Being no larger than a family hatchback, it's easy to manoeuvre, and its 2-litre engine offers adequate poke. Said engine also partners well

with the CVT (continuously variable transmission) to deliver smooth performance.

Nissan's second-generation Qashqai builds upon this solid foundation. The latest model is also a front-drive vehicle, but powered by a stronger 2-litre motor. The new Qashqai offers 144bhp and 200Nm, or 6bhp and 4Nm more than the old one.



This helps the car complete the century sprint in 10.1 seconds – 0.6 of a second quicker than before, despite being 79kg heavier than its predecessor.


Furthermore, unlike the original model, which had only one engine option, the new Qashqai range has an entry-level (COE Category A) variant powered by a turbocharged 1.2-litre 4-cylinder.

More importantly, the new Qashqai is now bigger than before – 50mm longer, 23mm broader and with an additional 16mm in the wheelbase. That last figure contributes to a roomier cabin, especially for backseat passengers.

This Nissan also feels more upmarket than before. Both the instrument panel and infotainment system have been made more attractive. The latter, for instance, is controlled via a bright and colourful touchscreen, whereas the previous version has a basic hi-fi unit. It's user-friendly, though. The new model also offers improved occupant comfort with its so-called Zero Gravity seats, which are also found in Nissan's mid-size Teana saloon.

Enhancing the driveability of the new Qashqai are Active Trace Control and Active Ride Control. The former feature is like

 New Qashqai's boot (top) is 20 litres bigger and more versatile, thanks to tethering points and elastic straps to secure cargo/items.


 New Qashqai's 2-litre drivetrain is quicker than the old one (bottom) and more economical, able to let the car travel an extra 2km per litre.



a torque vectoring system that applies the brakes to individual wheels to make the car feel more nimble when cornering, while the latter feature subtly applies the brakes to reduce pitching over poorer surfaces.

Now, while the preceding

model has no such features, its smaller size and lighter weight mean it handles more like a large hatchback than its successor.

Ultimately, the new Qashqai is even more qualified than the old one to wander our urban jungle with new-age nomadic families. 



ENGINE	1997cc, 16-valves, inline-4
MAX POWER	144bhp at 6000rpm
MAX TORQUE	200Nm at 4400rpm
POWER TO WEIGHT	104.4bhp per tonne
GEARBOX	CVT with 7-speed override
0-100KM/H	10.1 seconds
TOP SPEED	184km/h
CONSUMPTION	14.5km/L (combined)
CO2 EMISSION	159g/km
PRICE INCL. COE	\$127,800 (no CEVS rebate/surcharge)



ENGINE	1997cc, 16-valves, inline-4
MAX POWER	138bhp at 5200rpm
MAX TORQUE	196Nm at 4800rpm
POWER TO WEIGHT	106.2bhp per tonne
GEARBOX	CVT with 6-speed override
0-100KM/H	10.7 seconds
TOP SPEED	180km/h
CONSUMPTION	12.5km/L (combined)
CO2 EMISSION	179g/km
PRICE INCL. COE	Not applicable



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**VOLVO
XC90 D5**

STORY & PHOTOS JEREMY CHUA
ART DIRECTION MICHAEL CHIAN

DRIVE



SCANDINAVIAN BRUISER

Volvo's diesel-powered XC90 feels stronger and edgier than its petrol-driven T6 sibling.



VOLVO'S latest XC90 is proof that the Swedish carmaker has moved itself upmarket. The seven-seater sports utility vehicle is not only larger and more spacious than its predecessor, it is also better equipped and more luxurious.

However, given that this car is nearly 5m long and weighs a hefty 2.1 tonnes, I was sceptical as to whether the turbo 2-litre in the T6 variant would prove adequate. But with 320bhp and 400Nm on tap, said engine surprised me by moving this hulking SUV at a decent pace.

Vehicles this huge, however, perform better when they are powered by a diesel motor, such as the one in the XC90 D5.

The D5's 2-litre turbo-diesel unit might only pack 225bhp, but it's the substantial 470Nm produced at 1750rpm that really counts. The turbo petrol 2-litre in the XC90 T6, on the other hand, churns out its 400Nm at 2200rpm.

The D5's greater low-end torque is what makes it feel more effortless and driveable than the T6. Keener drivers will enjoy putting their foot down and waiting for the turbo to kick in, for the resulting surge makes you feel as if this SUV is being carried on the

The cockpit is more elegant than before, and the seats are still as awesome as ever.



	ENGINE	1969cc, 16-valves, inline-4, turbo-diesel
	MAX POWER	225bhp at 4250rpm
	MAX TORQUE	470Nm at 1750-2500rpm
	POWER TO WEIGHT	107bhp per tonne
	GEARBOX	8-speed automatic with manual select
	0-100KM/H	7.8 seconds
	TOP SPEED	220km/h
	CONSUMPTION	17.2km/L
	CO2 EMISSION	152g/km
	PRICE INCL. COE	\$360,000 (no CEVS rebate/surcharge)



crest of a wave.

Keep your foot on the accelerator and this vehicle will hit 100km/h in 7.8 seconds. That's pretty respectable, considering how much Swedish sheet metal has to be pulled along. Handling-wise, both the D5 and T6 variants feel the same – there's lean around corners, but grip provided by the all-wheel-drive system lets you push harder than expected.

Behind the wheel, the automobile feels even readier to take on whatever you throw at it.

On expressways, the meaty midrange makes overtaking a breeze. At city speeds, this ginormous SUV can surprise other drivers with its ability to plug holes in traffic – a manoeuvre you'd only expect to see from motorists driving nimbler compact hatchbacks.

The D5 isn't just adept at plugging gaps, it's also good for parting traffic. With

its monolithic front end, intimidating size and hammer-shaped daytime running lights, this Volvo helps dissuade rude motorists from changing lanes without indicating first. The roar of the diesel powerplant probably has something to do with this, too.

To be fair, very little of the diesel clatter reaches the well-insulated cabin. Even with the hi-fi switched off, you'll barely hear the engine running. However, if you were to stand beside the automobile with your eyes closed, it sounds like a taxi idling.

The less-than-desirable soundtrack, however, is a minor issue within the larger picture.

The XC90 D5 might be a Scandinavian "bruiser", but it also has a heart for the environment. Volvo claims it can manage a combined economy figure of 17.2km per litre, or 4.7km further per litre of fuel compared to the XC90 T6. 🍃



HIGHER PRICE, NICER DRIVE

The 3-litre version of the latest Audi A6 costs a lot more than the 1.8-litre model, but provides a far superior driving experience.



AUDI'S new mid-range 3-litre A6 is currently priced at \$359,900, which is \$114,000 more than the entry-level 1.8-litre A6. It's a price difference big enough to almost buy another new Audi, the 1-litre A1 Sportback.

Thus, it's not surprising that the vast majority of A6 buyers chose the 1.8, with only a handful ordering the 3.0. They're getting significantly "more" A6 saloon, though, as reflected in the 3.0's open market value (OMV), which is about 50 percent higher than that of the 1.8 A6.

It looks costlier, too, thanks to the sleek S line bodykit (bumpers and door sills), racy 20-inch alloy

wheels and powered sunroof – all standard equipment for this variant. High-tech matrix LED headlights complete the exterior, but these are also available on the 1.8 A6.

What's unavailable in the 1.8-litre version is the 3.0's gem of an engine. Compared to the previous 3-litre A6 V6, also supercharged, the successor has significantly greater horsepower (333bhp versus 300bhp) and the same amount of torque (440Nm).

Despite its stronger power output, the 6-cylinder is more economical – able to travel about a kilometre further on every litre of precious petrol.

The car is faster, too, clocking just over 5 seconds in the 0-100km/h sprint, compared to the old 3.0 A6's 5.5 seconds.

The supercharged 3-litre V6 revs promptly and smoothly,



ENGINE	2995cc, 24-valves, V6, supercharged
MAX POWER	333bhp at 5500-6500rpm
MAX TORQUE	440Nm at 2900-5300rpm
POWER TO WEIGHT	190.3bhp per tonne
GEARBOX	7-speed dual-clutch with manual select
0-100KM/H	51 seconds
TOP SPEED	250km/h (governed)
CONSUMPTION	13.2km/L (combined)
CO2 EMISSION	177g/km
PRICE INCL. COE	\$359,900 (no CEVS rebate/surcharge)



between the rear wheels during full-throttle cornering. But for everyday driving in Singapore, the grippy quattro system will be more useful most of the time.

Useful, too, are the amenities inside the spacious and well-made cabin.

Good infotainment with easy connectivity to multiple personal devices, plus one USB port each for the driver and co-driver. Accurate and attractively rendered navigation with Google Earth maps. A clear head-up display. Automated "handsfree" parking. Front seats with integral air-conditioning, 20-way powered adjustment and two-memory settings. Double-glazed side windows to reduce noise from wind and nearby traffic.

There's a dedicated button to activate the German "IT girl" inside the dashboard. She obeys basic voice commands, such as calling a contact in the phone directory, entering a navigation address or choosing an infotainment function.

On the move, the multi-mode

Audi Drive Select gives the driver several choices to suit different driving situations and his personal preferences.

For me, the do-it-all and do-it-well drive mode is Auto, which feels a little more connected to the tarmac than Comfort mode, without being fidgety. Dynamic mode makes the drive livelier and the steering heavier (the steering is light and low-effort by default), but it might get tiring after one fast corner too many.

There's also an Individual mode that allows the driver to set up the handling to his liking, by pre-selecting between comfort, auto and dynamic modes for the engine/gearbox, steering and sport differential.


The car's ride quality is on the stiff side, but it's acceptable considering the sporty low-profile tyres (255/35 R20 Pirelli P Zeros) and their handling advantage.

The 3-litre A6 costs much more than the 1.8-litre A6, but justifies the extra expense with far higher performance, superior grip and even nicer amenities. 🌿

and the 7-speed dual-clutch automatic gearbox (with a redesigned shifter lever) is equally prompt and smooth.

Best of all, the keen acceleration is virtually unaffected by wet weather, because the A6 3.0 has quattro all-wheel-drive, paired with sticky Pirellis. The car just grips and goes – no slip, no hesitation, immediate action.

It also has a standard sport differential that parcels the ample power

 Newly improved, the supercharged 3-litre A6 V6 is 33bhp more powerful than before and yet more fuel-efficient.



MAZDA MX-5 1.5 6AT

STORY LIONEL SEAH
LOCATION MINE CITY, JAPAN



ROADSTER REDUX

Mazda returns to basics (and a 6-speed automatic) for its signature sports car.



WHEN Mazda launched the original MX-5 (codenamed NA) 26 years ago, they created quite a stir with its modern rendition of the 1960s' roadster genre.

It's a cleverly packaged sports car – cutesy, fun to drive, affordable and with a measure of Nihon reliability. Other cars have tried to emulate Mazda's roadster formula, but none has

managed to reach the MX-5's cult status.

Mazda's brief to its designers and engineers for the latest MX-5 (codenamed ND) was to rekindle the magic that made the NA such a roaring success.

So, instead of being upped in size or power, the MX-5 was downsized and went on a major diet. It's now 4cm shorter than the original model, and has lost more than 100kg over the previous model. At barely over 1000kg, it's a featherweight by current roadster standards.

A modest 130bhp 1.5-litre

naturally aspirated engine is new for the base model, and so is the SkyActiv-G 155bhp 2-litre engine for the top-of-the-range version.

Despite the ND's dainty external dimensions, it will comfortably accommodate two grown adults in the snug, trimmed cockpit.

But it's not all perfect. There is no glovebox (made way for a passenger airbag), and the centre console's cubbyhole and mini-compartments behind the seats are barely enough for your mobile phone, sunglasses and other oddments. The slits





Official performance figures are pending (at press time), but 6-speed auto MX-5 feels as fast as the manual variant, and is almost as fun.

ENGINE	1496cc, 16-valves, inline-4
MAX POWER	130bhp at 7000rpm
MAX TORQUE	150Nm at 4800rpm
POWER TO WEIGHT	126bhp per tonne
GEARBOX	6-speed automatic with manual select
0-100KM/H	Not available
TOP SPEED	200km/h (estimated)
CONSUMPTION	15.6km/L (combined)
CO2 EMISSION	Not available
PRICE INCL. COE	To be announced

of door pockets are good for carpark coupons and little else.

Boot space, too, has shrunk (by 20 litres) to 130 litres, which is just enough for a pair of carry-ons or soft duffle bags.

You sit very low to the ground and all controls fall to hand naturally. Press the "Start" button and a sporty engine/exhaust note comes to life. You can even sense the power lurking beneath, with a tinge of mechanical vibration through the transmission shifter.

There isn't much poke low down in the rev band, but the high-compression (13:1) 1.5-litre engine mated to the 6-speed automatic gearbox is certainly rev-happy and ready to oblige.

In Sport mode, it will gladly hold the revs till 7000rpm before the gears change up. It also intuitively downshifts when braking, to keep within the peaky power band, ready to charge out of the next hairpin bend.

For the record, the 6-speed manual MX-5 doesn't feel much sportier than the 6-speed auto MX-5, although you'll have the pleasure of wrist-flicking each

cog into gear as you accelerate in tandem with the footwell's nicely weighted pedals.

The quick and accurate steering is communicative, too – a Mazda forte. This gives the driver a sense of confidence in fast corners, accompanied by moderate body roll and squealing from the skinny 195/50 R16 tyres, as the MX-5 approaches its traction limits.

With the roof down, wind noise is pronounced at speeds above 90km/h, and it remains noisy even with the windows up. When the insulated hood is up, the cabin quietens down a bit, but still with a heady mix of engine and exhaust chorus accentuating the sensation of speed.

The hood itself is neat. Just release the catch, pull the fabric soft-top and latch it tight, using only one hand – all within a few short seconds.

Mazda's latest ND MX-5 manages to capture (or recapture) the essence of the original NA. There are racier and more capable small sports cars out there, but none is quite as charismatic or as entertaining as the new Japanese roadster.

It's not about speed per se, but the embracing of

Mazda's *jinba ittai* philosophy – oneness between driver and car. Therein lies the magic of the MX-5. 🍣



**MERCEDES-
BENZ
GLC250**

STORY SARJEET SINGH
LOCATION STRASBOURG, FRANCE



NEWLY DISCOVERED C CREATURE

The C-Class saloon has spawned the GLC, a rugged animal that's happy to roam both the city and the countryside.





THE Mercedes marque has been missing from the mid-size SUV segment, but has now filled the void with the debut of the GLC.

Based on the current C-Class, the newcomer replaces the GLK, the company's best-selling sports utility vehicle that was never made available with right-hand-drive.

The sweeping lines of the GLC contrast against the boxy "mini GL" styling of the GLK. Most stylish when on 20-inch alloy wheels, the GLC looks purposeful from every angle. Its coefficient of drag is 0.31.

From the rear, the car's muscular shoulders and gentling sloping roofline make it look squat and lower than the BMW X3, its main rival. The rear LED lamps are trim and do not occupy much real estate at the back.

The C in GLC stands for classy, comfy and C-Class, whose dashboard and platform were cleverly repurposed for this model.

The cabin is a very nice place to be, with its top-drawer materials that feel expensive to the touch. The sweeping design theme of the exterior extends to the dashboard and flows into the centre console, punctuated by the centrally positioned Comand media display.

The driving position perceived via the sporty three-spoke steering wheel is car-like, rather than truck-like. A large expanse of glass around the cabin offers good all-round visibility. The backseat has plenty of space and enough legroom for passengers over 1.8m tall.

The GLC's boot space is class-competitive, with a capacity of 550 litres. The rear seat folds in 40-20-40 sections, and when all are completely flattened, cargo capacity is bumped up to 1600 litres. These figures, incidentally, are the same as those of the BMW X3 and slightly better than those of the Audi Q5.

For a start, Mercedes-Benz is offering the GLC as the 220d and 250d (170bhp or 204bhp from a 2.1-litre turbo-diesel engine), and the 250 (211bhp 2-litre petrol engine).

All three 4-cylinder engines are mated to the company's 4Matic permanent all-wheel-drive and 9-speed 9G-Tronic automatic gearbox. Reduced fuel consumption and lower CO2 exhaust emissions are claimed for every GLC model vis-à-vis the defunct GLK.

Our test car in Europe is the

GLC250. Its power delivery is smooth and refined, an impression reinforced by the well-insulated cabin. The 350Nm of torque is there for the taking from 1200rpm to 4000rpm.

Acceleration from nought to 100km/h takes 7.3 seconds while driving all four wheels in a 45:55 front-rear split. The right-hand-drive version, however, requires the power split to be changed to 31:69.

Despite its relatively tall stance, the GLC drives very much like a hatchback, with body roll well under control except in the tightest hairpins.

The standard Dynamic Select handling system offers five programs: Eco, Comfort, Sport, Sport+ and Individual – the last for personal configurations to set the engine, transmission and steering responses as well as the suspension settings.

The ride in the Comfort setting is comfortable indeed and well-damped, too.

I tried a GLC with the optional Offroad Engineering package and Air Body Control air suspension, which can raise the suspension by up to 50mm.

I came away impressed from the off-road test route, which included steep inclines, descents and sideways slopes.

Arriving in Singapore in the first quarter of next year, the GLC is expected to steal sales away from BMW's X3 and Audi's Q5 in the fast-growing SUV market. 🇸🇬



ENGINE	1991cc, 16-valves, inline-4, turbocharged
MAX POWER	211bhp at 5500rpm
MAX TORQUE	350Nm at 1200-4000rpm
POWER TO WEIGHT	121.6bhp per tonne
GEARBOX	9-speed automatic with manual select
0-100KM/H	7.3 seconds
TOP SPEED	223km/h
CONSUMPTION	15.4km/L (combined)
CO2 EMISSION	152g/km
PRICE INCL. COE	To be announced

BMW 7 SERIES

STORY KEVIN CHIN
LOCATION PORTO, PORTUGAL



DRIVER'S
LICENCE

50

TARGET
AGE TO BE A
TOWKAY



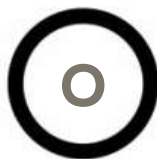
KEVIN CHIN

After sampling BMW's newest tycoon saloon, he aspires to own one before he becomes too old.

FIRST CLASS TRAVEL

BMW's latest flagship is finally polished enough to take on the Mercedes-Benz S-Class.





ONE of the standout cars for me last year is the Mercedes-Benz S-Class. As far as self-drive limousines go, its exceptional opulence is an eye-opener for someone more used to economy-class motoring. I could see why it is the default choice for business leaders in Singapore.

Aiming to knock the S-Class off its prestigious perch is BMW's new 7 Series flagship. Excellent dynamics aside, the outgoing model has always lacked the grandeur and immense comfort of the S-Class. But this sixth-generation model promises to change all that.

Top-of-the-line cars like these let manufacturers show off their most advanced technological

wares, and the 7 Series is no different. Using expertise from the firm's i3 and i8 electric cars, the saloon is the world's first series-production car to utilise carbon fibre reinforced plastic (CFRP) in its body construction.

But unlike the i vehicles, the Carbon Core structure of the 7 Series has been combined with steel and aluminum to create the perfect balance of lightness, rigidity and sound insulation.

Incidentally, carbon fibre is a poor insulator of sound, according to BMW, which is why the car's frame isn't made entirely of CFRP.

The newcomer is a considerable 130kg lighter than its predecessor – 40kg of which is from the structure alone. The rest of the weight saved comes from "OCD" measures such as lighter brakes, lighter wheels and lighter



BMW 7 SERIES



BMW 730d 3.0 (A)

ENGINE	2993cc, 24-valves, inline-6, turbo-diesel
MAX POWER	265bhp at 4000rpm
MAX TORQUE	620Nm at 2000-2500rpm
POWER TO WEIGHT	151bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	6.1 seconds
TOP SPEED	250km/h (governed)
CONSUMPTION	22.2km/L (combined)
CO2 EMISSION	119g/km
PRICE INCL. COE	To be announced

suspension, reducing unsprung mass by up to 15 percent.

Another world's first is Remote Control Parking. Unlike regular park assist systems, the 7 Series can be controlled via an optional display key (that looks like a mini smartphone), allowing you to manoeuvre the massive saloon into a carpark lot without being behind the wheel.

Whether this clever new gadget will be approved by the local authorities remains to be seen. If it isn't, you can still use the display key to check on vehicle info like oil levels and range, and even pre-cool the cabin before you set off.

Design-wise, the 7 Series is more evolutionary than revolutionary. The car looks less

boxy now from the side, thanks to a slightly more sloping bonnet and a boot line that's more level with the shoulder lines. The front is more purposeful as a result of larger kidney grilles and sharper headlamps, which now extend from the grilles themselves. The rear lights have been tweaked, too.

From certain angles (especially from the front three-quarter), the 7 Series resembles a stretched 3 Series. That's good if you find the 3 Series attractive, but that's not good if you're a senior executive who doesn't like your first-class Bimmer to be compared with the "minus-four" saloon meant for junior execs.

Nonetheless, this car is supposed to pamper and,

like (almost) all BMWs, thrill its occupants. All variants have air suspension, with automatic self-levelling as standard (the first BMW to offer all-round air suspension).

Alongside the familiar Eco Pro, Comfort and Sport drive modes is a new Adaptive mode, which adjusts throttle, steering and suspension responses to match your driving style, saving you the hassle of switching between Sport and Comfort in varied terrain.

Opt for Executive Drive Pro and the car will scan the tarmac ahead and utilise your GPS coordinates to prep the suspension accordingly. If this sounds like the Magic Body Control system of the S-Class, that's because the concept is similar. The difference

The 4.4-litre V8-powered 7 pampers like a private jet, yet performs like a big fighter jet.



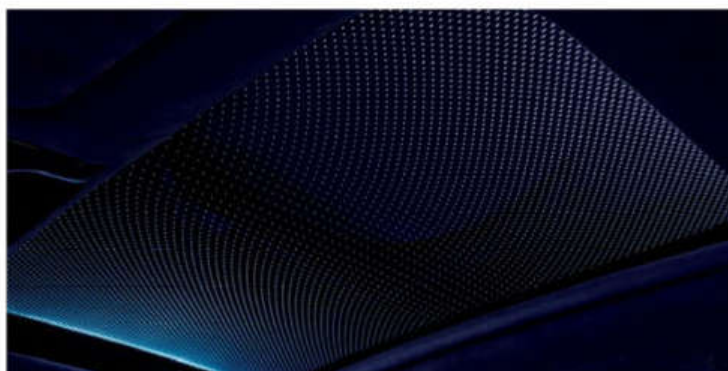
THIS CAR IS SUPPOSED TO
PAMPER AND, LIKE (ALMOST) ALL
BMW'S, THRILL ITS OCCUPANTS.



BMW 7 SERIES



The layout would be familiar to Bimmer drivers, but the sky-high quality, advanced amenities and ultra-sophisticated technology wouldn't be.



is, unlike Mercedes' system and Airmatic suspension, which are mutually exclusive, you can opt for Executive Drive Pro together with the standard air suspension.

All this translates to opulent levels of comfort on the road. The 7 Series offers a wonderfully cushioned ride that's as good as, if not better than, the S-Class – evident when the Bimmer made mincemeat of the unforgiving cobbled roads in Porto's city centre.

The sheer comfort, however, does not come at the expense of handling. The 730d variant handles like a BMW should, displaying an agility and composure its biggest rivals (literally and competitively) can only dream about.

The 730d's all-new 265bhp turbo-diesel engine is both muscular and refined, smoothly pulling past 200km/h on the motorway without visible strain. Pair that with the faultless

For businessmen who only travel in business class or first, the classy new 7 is German heaven.





Like all the other dashboard controls, the iDrive cluster looks expensive and works beautifully.

8-speed Steptronic transmission and the car feels much quicker than its power figure suggests.

It sounds surprisingly sporty, too, emitting a soundtrack that's characteristic of BMW's creamy inline-6 petrol engines. It only gives its oil-burning addiction away when you're outside the car – the diesel chatter is intolerably conspicuous at idle.

If you consider yourself upper-crust, the long-wheelbase all-wheel-drive 750Li xDrive is the 7 to have. Though slightly less fluid around road bends, the car cocoons passengers with unmatched serenity.

Wind and road noise is almost absent at speeds up to 160km/h – unless you stomp on the accelerator and awaken the stonking 450bhp V8 powerplant, which propels you to 100km/h from a standstill in an incredible 4.5 seconds (0.3 of a second faster than its predecessor, and merely 0.4 of a second slower than the M3 Sedan).

The best thing is, the extra performance doesn't put a dent on efficiency. The 750Li is more economical (12km per litre versus 11.6km) and cleaner (192g/km versus 199g/km) than before.

If you're a thrifty towkey who's really looking to stretch his dollar, the fuel-sipping diesel figures are even more impressive: 22.2km per litre and 119g/km of CO₂.

Inside the cabin, the layout is clearly modern BMW. The main difference is that the quality and technology in here are unlike in any other model before.

The iDrive system has gained a touch display, meaning you can select functions on the screen directly, or pinch and pull, to enlarge map views instead of manipulating the iDrive knob.

The centre console switches are either furnished in aluminium or have gone touchscreen as well, while the head-up display is 75 percent larger than before.

Also new is BMW's gimmicky gesture control. Although this

BMW 740i 3.0 (A)

ENGINE	2998cc, 24-valves, inline-6, turbocharged
MAX POWER	326bhp at 5500-6500rpm
MAX TORQUE	450Nm at 1380-5000rpm
POWER TO WEIGHT	189bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	5.5 seconds
TOP SPEED	250km/h (governed)
CONSUMPTION	15.2km/L (combined)
CO₂ EMISSION	154g/km
PRICE INCL. COE	To be announced



BMW 7 SERIES

BMW 750Li xDRIVE 4.4 (A)

DRIVETRAIN

TYPE

V8, 32-valves, turbocharged

CAPACITY

4395cc

BORE X STROKE

89mm x 88.3mm

COMPRESSION RATIO

10.5

MAX POWER

450bhp at 5500-6000rpm

MAX TORQUE

650Nm at 1800-4500rpm

POWER TO WEIGHT

235bhp per tonne

GEARBOX

8-speed automatic with manual select

DRIVEN WHEELS

All

PERFORMANCE

0-100KM/H

4.5 seconds

TOP SPEED

250km/h (governed)

CONSUMPTION

12km/L (combined)

CO2 EMISSION

192g/km

SUSPENSION

FRONT

Double wishbones, air springs, adaptive dampers, active anti-roll bar

REAR

Multi-link, air springs, adaptive dampers, active anti-roll bar

BRAKES

FRONT / REAR

Ventilated discs

TYRES

TYPE

Pirelli P Zero

SIZE

245/50 R18

SAFETY

AIRBAGS

8

TRACTION AIDS

ABS, ESC

MEASUREMENTS

LENGTH

5238mm

WIDTH

1902mm

HEIGHT

1485mm

WHEELBASE

3210mm

KERB WEIGHT

1915kg

TURNING CIRCLE

12.9m

BUYING IT

PRICE INCL. COE

To be announced

WARRANTY

3 years/100,000km

FAULTLESS RIDE QUALITY, STONKING PERFORMANCE, TRULY LUXURIOUS INTERIOR

STYLING LACKS PRESENCE, "AIR GESTURE" FEATURE IS A BIT GIMMICKY



BMW'S FLAGSHIP HAS FINALLY BRIDGED THE GAP TO THE MERCEDES S-CLASS IN TERMS OF TOWKAYNESS.



feature has already been seen in cars like the new Toyota Camry, BMW's version actually works.

Twirl a finger clockwise/anti-clockwise in front of the iDrive screen to adjust music volume, point/swipe away to accept/reject calls, or program a specific gesture to activate your favourite function.

But sorry, you cannot program your non-friendly finger to activate the horn and high beam if another motorist cuts in front of you (I took the liberty to check).

While gestures for phone/audio functions are more an exercise in technological ability than practicality (there are buttons on the wheel for these), surround view is where it gets freakishly high-tech.

Select it and the screen shows a fully rendered 3-D image of the car, which you rotate using a circling motion, enabling you to look around the vehicle when in tight situations. No doubt beneficial for a limo of this size.

Towkays who enjoy basking in their success and leaving the driving to a hired hand can opt for the Executive Lounge configuration.

With a press of a button, or with the 7-inch in-car tablet that controls everything bar the chauffeur's choice of cologne, you can configure any seat (including the one in front) until you're happily sprawled like a snoozing tycoon.

Helping to set the perfect mood are 15,000 interior lights, including ambient lighting from the B-pillars and a "starry night" impression

from the panoramic sunroof, the latter inspired by Rolls-Royce's Starlight headliner.

It's a close call, but there will be towkays who think the rival S-Class' extravagant cabin is an even more special place to relax in. However, there's no doubt the interior of the 7 Series is right up there in terms of luxury, indulgence and quality. It all comes down to personal preference when it comes to colour theme and interior design.

Equipment-wise, the 7 Series has all the bells and whistles you'd expect of a flagship – LED laser headlights, crossing traffic warning, steering and lane control assistant, active side collision protection, rear collision prevention, adaptive cruise control and traffic jam assist. The last "bell/whistle" facilitates semi-automated driving at low speeds.

Three models are available in Singapore from this month (November): the diesel 730d, the petrol 740i and the range-topping 750i. Every variant can be specified with the long wheelbase, but only the 750i gets xDrive (BMW's four-wheel-drive system) as standard.

Slated to arrive later is the 740e with eDrive plug-in hybrid technology, perfect for technopreneurs with an eco conscience.

After years of playing second fiddle in the tycoon saloon stakes, BMW's flagship has finally bridged the gap to the Mercedes S-Class in terms of stateliness, luxuriousness and towkayness.

Furthermore, the new-generation 7 Series boasts an athleticism that is characteristically BMW, should the big boss need to rush for that boardroom meeting.

Traditional towkays who swear by their S-Classes probably still won't switch to the latest 7 Series, but the BMW will at least put their allegiance under pressure like never before. 🙏

Occupants can lounge like royalty in their massage seats, served by a multitude of electronic "aides" and surrounded by a regal, perfumed ambience.



ALPINA JUBILEE

The German carmaker opened its factory doors and threw a parade in celebration of its 50th anniversary.



THE mere mention of Munich is enough to bring images of beer, sausages and BMW cars to one's mind. After all, the annual Oktoberfest celebration and the luxury marque are closely associated with this city, which is the capital of the German state of Bavaria.

But mention the city of Buchloe to your friends and you're likely to be met with blank stares. The city, which is about an hour's drive from Munich, is home to Alpina, an exclusive manufacturer of automobiles that are based on BMW models.

Alpina's exclusivity comes from its low production figures – the carmaker produces 1200 to 1700 vehicles annually. Those numbers are a drop in the bucket compared to BMW, which manufactured 939,820 vehicles in the first half of 2015. It's no surprise then that most people – petrolheads included – haven't heard of the marque.

Impressively, despite its low volume, Alpina is actually represented by official agents in 23 countries.

The carmaker, which is family-owned, originally produced typewriters. In 1965, company founder Burkard Bovensiepen made the firm's first foray into the automotive segment by manufacturing a Weber twin-carburettor kit for the BMW 1500 model.

The firm, however, soon began developing BMW models. Apart from extensively reworking powertrains and suspensions, Alpina also launched three of its own models in 1978: the B6, the B7 and the B7 Coupe.

Notably, the B6, which was based on the BMW 3 Series saloon, was equipped with a 2.8-litre inline-6, making it the first 3 Series with a 6-cylinder motor.

By 1983, the company was recognised by the German Federal Motor Authority as a manufacturer.

Alpina, however, does not make track-day machines. Its philosophy is "luxury cars for the road". Its models pack plenty of horsepower, but it's the enormous levels of torque that



give them the effortlessness and driveability their owners love.

The B6 Bi-Turbo Coupe (based on the current BMW 6 Series), for instance, has a 4.4-litre V8 with 600bhp and 800Nm. In comparison, the most powerful BMW 6 Series at the moment is the M6, which packs 560bhp and 680Nm.

To say that Alpina has a working relationship with BMW is an understatement. It is closely integrated with BMW – its cars roll off the latter's production lines and are sent to the firm's 20,000 sq m factory in Buchloe to be finished.

My first stop during the

➔ Alpina's boss, Burkard Bovensiepen, is no car designer, but he did "pen" a few cars.





“
ALPINA
PRODUCES ONLY
1200 TO 1700
CARS ANNUALLY,
BUT HAS
OFFICIAL AGENTS
IN 23 COUNTRIES.
”



factory tour was the machine shop, which produces welded components and prototype parts that will be tested and refined as well. Components such as intercooler pipes (which are larger than the ones on BMW models) and brake calliper brackets are made here.

Alpina models undergo testing at the firm's engineering centre. Apart from the five engine test bays, there is also a lab for emissions testing. Impressively, this centre also features a climate chamber, which simulates temperatures ranging from searing heat to extreme cold.

According to Kristian Sen, Head of Development Methodology and Application, engines undergo development for up to two years at the centre before they are tested on the road.

Interestingly, the engine test bays also have microphones that enable engineers to listen to the exhaust notes while putting the



motors under load.

Apart from car manufacturing, Alpina also deals in wines. One million bottles are stored in a temperature-controlled warehouse on site. Ironically, the only area that was off-limits during the open house is the home of company boss Burkard Bovensiepen, which is located on the factory grounds.

A major feature of Alpina models is their customised interior, and this work is done at the factory's saddlery. Wrapping a steering wheel in leather, for instance, takes a single craftsman four to five hours to accomplish.

Customers can specify parallel stitching, which feels smoother than the regular cross stitches found in most cars. Ulrich Zecke, who is the person in charge, proudly states that parallel stitching for steering wheels can only be done by hand.

The saddlery is also capable of colour-matching the leather

➤ Camouflaged prototypes, complete with data-gathering equipment, were also on display.



➤ Alpina models have their own chassis numbers – the original one from BMW is struck out.



➤ Covering a steering wheel in Lavalina leather and applying the parallel stitching takes four to five hours.





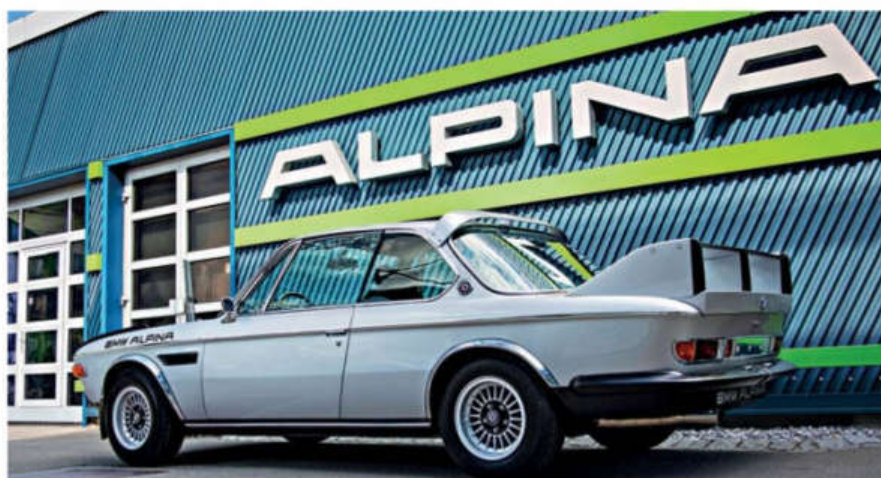
These Alpina toy cars, which feature leather-covered seats, were produced at the factory.

to a client's specifications. Even the size of the stitches and their width can be customised as well. I asked Ulrich if they would be willing to upholster a client's sofa in premium Lavalina leather. It was an odd question, but his answer was an unequivocal "yes".

The highlight of Alpina's 50th anniversary celebrations was the 105-car parade through Buchloe. The normally quiet streets became downright festive, as Alpina owners from as far as the UK arrived in the city. Models from the 1970s and 1980s, such as the 2002 tii and B10 Bi-Turbo, were present. There were even several rare B12 models, which are based on BMW's iconic 8 Series grand tourer.

What made these older cars even more amazing was the fact that they are all well-maintained. The gleaming paintwork, mechanical thrum of the engines and rorty exhausts were a reminder of motoring's good old days, when design and performance had priority over eco-friendliness.

Alpina owners, however, are an eco-conscious bunch. Without being told to do so, the owners of older models would perform "manual" stop-starts by shutting off their engines whenever their vehicles were idle. After all, the



parade caused a minor traffic jam.

The firm's jubilee bash garnered plenty of publicity and is likely to boost demand for its vehicles. The celebrations, however, are unlikely to cause an immediate increase in production volume. After all, Alpina is exclusive – and that suits the brand's customers just fine.

This Alpina tractor was a gift from a Swiss dealer to Alpina's boss, Burkard Bovensiepen.



PRECISION MATTERS

MOTORSPORT FANS WILL BE
DRAWN TO THE TISSOT PRS 516
AND ITS RACECAR-INSPIRED DESIGN.

Speed. Precision. Endurance. These are the key traits found in racecars and their pilots. The Tissot PRS 516 reflects these characteristics with details such as its bezel and pushers, which resemble a steering wheel and an engine's pistons. The retro-looking strap even features holes that are reminiscent of the steering wheels on old racing cars.

“ THIS
TIMEPIECE
USES THE
NEW ETA A05.
H31 MOVEMENT,
WHICH BOASTS
A 60-HOUR
POWER RESERVE.

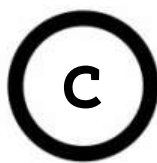
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T 'N' T

In terms of performance, personality and practicality, the Touareg 3.0 TDI and the Tiguan 1.4 TSI are wildly different 'wagens.

• Story **Daryl Lee**
• Photos **Vernon Wong**



CARS of the same brand share the brand's DNA, even if they vary greatly in size and price. In the case of Volkswagen's top sports utility vehicle, the Touareg, and its smaller brother, the Tiguan (retiring model), both look quite similar to each other, but they're otherwise as different as chalk and cheese.

The most "chalky-cheesy" difference is in their size. The Touareg is 4801mm long

and 1940mm wide, while the Tiguan is 4426mm long and 1809mm wide. That's already a "sizeable" physical gap between the two VWs, but seen in the metal, the difference is even more striking: The hulking Touareg towers over the Tiguan, which is roughly Golf-size.

Then there are the differences in each car's cabin. As befitting a flagship model, the Touareg is dressed to the nines, with quality

that rivals the Phaeton limo's. It has a fancy multi-function display screen, plush fittings and luxe off-white leather upholstery.

The Tiguan's interior is more workaday, specified with coarser leather and harder plastics. That said, this car has a helpful semi-automated parking assistant and a touchscreen infotainment system with sat-nav, which is a pretty impressive kit by any standard. The Tiguan

The biggest difference between the two VWs lies under their bonnets, where they're separated by 1577cc, 310Nm and 85bhp.





“
THE TIGUAN
AND TOUAREG
ARE AT
OPPOSING
ENDS OF THE
VOLKSWAGEN
SUV SPECTRUM.
”

is well put together, but it's clearly no upmarket SUV.

Under the bonnets, their respective engines are extremely divergent – the Touareg runs on diesel, while the Tiguan sips on petrol.

And I do mean sip, because it'll return a claimed 14.1km per litre – surprisingly good for an SUV. Even more surprising is the Touareg's apparent ability to return 13.9km per litre, which isn't too shabby for a 3-litre giant that weighs 2.1 tonnes.

That turbo-diesel V6 is no tractor motor. It's smooth and quiet, and pulls like a Teutonic freight train in any of the eight forward gears, as you would expect from a car with 550Nm.

Compared to the Touareg's mighty powertrain, the Tiguan's turbocharged 14-litre 4-cylinder with 160bhp and 240Nm can seem

SIBLING RIVALRY



weedy. But without an all-wheel-drive system (that adds weight and drag) and with a far smaller footprint, the compact SUV is a little ball of German pep.

It handles in a tidy fashion when the road turns twisty, too, unlike the relatively unwieldy Touareg. At anything short of racetrack speeds, the Tiguan will take everything in its stride like a Golf hatchback, albeit one with an elevated ride height and vaguely truck-like seating.

While this automobile won't throw up any nasty surprises if you decide to get frisky with it, slinging it around with reckless abandon is something I'd advise against. But then again, "sports" handling isn't the point of this

ENGINE	2967cc, 24-valves, V6, turbo-diesel
MAX POWER	245bhp at 4400rpm
MAX TORQUE	550Nm at 2750rpm
POWER TO WEIGHT	116.1bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	7.6 seconds
TOP SPEED	220km/h
CONSUMPTION	13.9km/L (combined)
CO2 EMISSION	189g/km
PRICE INCL. COE	\$108,800 (after SSK CEVS surcharge)



sports utility vehicle. What the Touareg really excels in is long-haul touring with exemplary levels of acoustic refinement.

Naturally, this car costs much more to buy and own than the Tiguan. In range-topping R-Line specification as tested here, it's priced at \$308,300, with an annual road tax hit of \$3536 (versus \$1962 were it powered by petrol). The \$149,800 Tiguan costs under half as much and its annual road tax is a paltry \$518.

To be fair, this is neither a conventional comparison test nor a dollars-and-sense dissection. It's a *Torque* "T 'n' T" test with a non-explosive conclusion: the Touareg 3.0 TDI and Tiguan 1.4 TSI are wildly different 'wagens. 🇸🇬



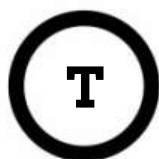
ENGINE	1390cc, 16-valves, inline-4, turbocharged
MAX POWER	160bhp at 5800rpm
MAX TORQUE	240Nm at 1500-4500rpm
POWER TO WEIGHT	103.2bhp per tonne
GEARBOX	6-speed dual-clutch with manual select
0-100KM/H	8.9 seconds
TOP SPEED	198km/h
CONSUMPTION	14.1km/L (combined)
CO2 EMISSION	164g/km
PRICE INCL. COE	\$149,800 (no CEVS rebate/surcharge)



ONE-TO-ONE WITH 121

Today's Mazda 2 meets its adorable ancestor from 25 years ago, the 121.

• Story **David Ting**
• Photos **Darren Chang**



THE early 1990s were great years for Mazda in terms of vehicle design, with the Hiroshima automaker introducing some of the best-looking cars of their era. They still look darn good today – Mazda's 1990s supermodels such as the curvaceous FD RX-7, elegant Eunos Cosmo, Jaguar-esque Sentia/929 and amazing gull-wing Autozam AZ-1.

Amazing, too, is the Autozam Revue, which made its domestic debut in September 1990 and was exported as the Mazda 121.

It's styled like a merry mix of Tamagotchi toy, bowler hat and half a jar of jellybeans. It's still one

of the most comical cars to ever hit the streets of Singapore, and I cannot help but smile when I see the elusive cutie.

The amusement continues when I'm reminded that the 121 is actually a notchback, not a hatchback like the 2. Relative to the latter's relatively gigantic tailgate, the 121's little boot lid is a bonsai-small barrel of laughs.

The laughter gets louder when I spot the two winglets retrofitted to the rear of this particular 121 – one on the boot and the other above the windscreen. It's as pointless, and hilarious, as putting spoilers on Doraemon.

Both cars belong to the Nipponese supermini segment, but their difference in dimensions is big enough to make the 121 seem like a "121" beside the 2.

The old number is 3.8m long



and sits on a 2.39m wheelbase, while the new number is over 4m long, sits on a 2.57m wheelbase, and is also wider and taller. The 121's original tyres from Japan were 165/70s on 13-inch wheels, which were upsized to 175/65 R14s for Singapore – still two inches down on the 2's standard footwear of 185/60 R16s.

The 121's exterior is smaller, but its interior space is similar to the 2's, and slightly better in some ways. The notchback boot, for instance, has a capacity of 290 litres, a useful 40 more than the 2's hatchback trunk.

The 121 also feels airier on the inside, thanks to its thinner pillars, taller windows and tinier dashboard. It's like sitting in a metal bubble, instead of the compact "zoom" box that's the other Mazda.

The 121's party trick is its Funtop, a fully motorised fabric roof that can be opened from front to back or vice versa, allowing the occupants to "split" the sunlight/moonlight, share all of it or block it out completely. This "funtastic" \$4500 option (in 1991) was worth every dollar, because it really makes the 121 more fun. The 2 doesn't even have a sunroof option.

“
THE OLD 121
PERFORMS
WONDERFULLY
ON A GENTLE
DRIVE DOWN
MAZDA'S
MEMORY LANE.
”



121's 1.3-litre is "inactive" compared to the 2's SkyActiv 1.5-litre.



SIBLING RIVALRY



121 notchback (far left) is more space-efficient than 2 hatchback.

Funtop is 121's best feature and still has a special appeal after all these years.



ENGINE	1323cc, 16-valves, inline-4
MAX POWER	71bhp at 6000rpm
MAX TORQUE	105Nm at 3500rpm
POWER TO WEIGHT	86.1bhp per tonne
GEARBOX	5-speed manual
0-100KM/H	11.4 seconds
TOP SPEED	165km/h
CONSUMPTION	14.1km/L (combined)
CO2 EMISSION	154g/km
PRICE INCL. COE	Not applicable

ENGINE	1496cc, 16-valves, inline-4
MAX POWER	115bhp at 6000rpm
MAX TORQUE	148Nm at 4000rpm
POWER TO WEIGHT	108.5bhp per tonne
GEARBOX	6-speed automatic with manual select
0-100KM/H	10 seconds
TOP SPEED	184km/h
CONSUMPTION	19.6km/L (combined)
CO2 EMISSION	119g/km
PRICE INCL. COE	\$101,888 (after \$10k CEVS rebate)

Other than said omission, the Deluxe-spec 2 has modern amenities that would qualify as futuristic novelties for the 121 driver back in the 1990s.

The 2's part-digital instrument cluster, multi-function 7-inch touchscreen and handy central controller are 21st century features that make the 121 so last millennium, although the manual handbrake and equally snug driver's seat in both cars make the age gap less massive.

The 2's infotainment system is light years ahead of the 121's basic head unit, which has an "FM booster" to improve the radio reception, but the audio output struggles against the cabin's poor insulation.

The essentials are there, though. Air-conditioning that's cold enough in our hot weather, power steering that's effortless, central locking that works (loudly) and electrically operated front windows. Retro touches include manual winders for the rear windows, an ashtray and the aftermarket wood-rimmed steering wheel possibly hijacked from a first-generation MX-5.

The 2's cabin has much nicer materials and far tighter build quality, but I don't know how they'll look and feel like 10 years from now. The 121 we have here was manufactured in 1991 and has clocked over 182,000km since then, yet its COE-extended cabin appears to be holding up pretty well.

In terms of performance and driving pleasure, the 1.5-litre 115bhp 2 is a mild hot hatch compared to the cool 121. But the 5-speed manual, 1.3-litre old-timer still moves and manoeuvres with youthful gusto, and its acceleration isn't too lethargic for a 24-year-old Japanese classic.

Most importantly, with its Funtop open and the sun overhead, the 121 performs wonderfully on a gentle drive down Mazda's memory lane. 🍷

RIDING ON AIR

Our mechanical engineer explains the science behind air suspension, which equips many upmarket cars.



RIDE comfort and handling have an awkwardly inverse relationship. For instance, with the fitment of lower and stiffer springs that improve a car's cornering capability, it's almost impossible to improve its cruising comfort at the same time. In fact, suspension modifications in certain cases could cause a deterioration in *both* ride comfort and handling. Rarely, if ever, can these two dynamic characteristics be improved simultaneously.

The two most critical components in a suspension are the spring and damper. In the most common design, the spring is made from a spring-steel rod formed into a helical coil – hence its name “coil spring”. The damper is an oil-filled tube with rod and piston, and serves to attenuate any oscillatory motion.

Both these components are physically constrained to

just one setting, which the engineers have determined to be the best compromise between comfort and handling. Substituting the steel coil spring with a cushion of air introduces a useful degree of adjustability.

This is what has been done with some suspension systems. In place of the spring is a bellow (usually made from rubber) filled with air. Under load, the bellow is compressed, causing a decrease in volume and an increase in pressure. If more air is pumped in, the bellow is reinstated to its normal volume or, more crucially, its normal height.

As an air spring, the increased pressure means increased stiffness, which is necessary for the added weight, while the vehicle's ride height remains constant.

Air suspension systems now feature in numerous upmarket saloons, sports utility vehicles and station wagons. Some of them have air springs only at the rear, so that even when the boot (or load bay) is fully laden,

the vehicle stays level.

Supporting the air-filled bellows are a number of components not present in the regular steel-sprung suspension system.

One of them is an electric or belt-driven compressor to supply air into the bellows when called for. What “instructs” the compressor is a level sensor.

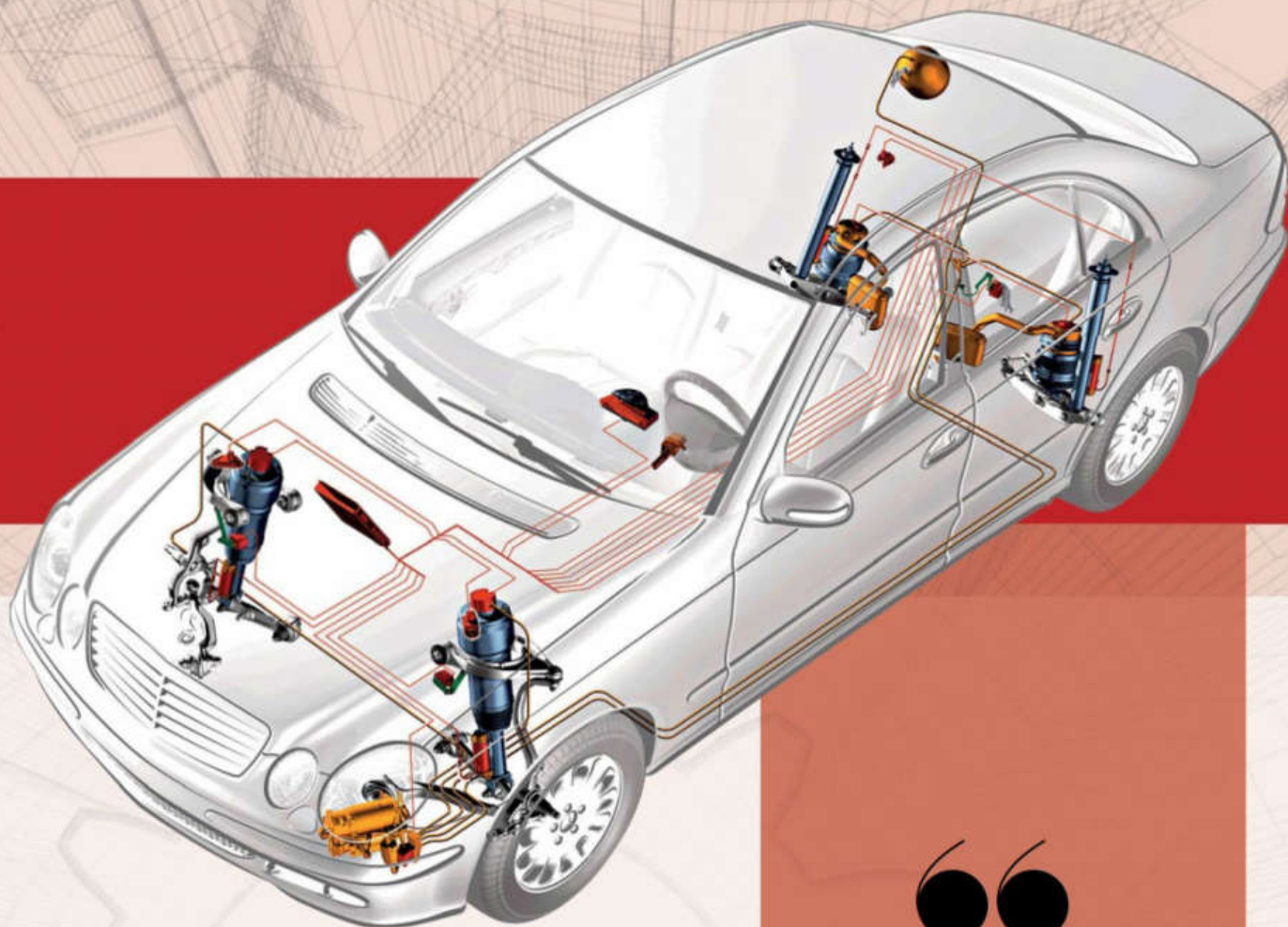
In early models such as the 1968 Mercedes-Benz 300SEL 6.3, a lever between the body and suspension arm directly controls a valve to either fill or release air from the bellows. This sounds more complicated than it is – the setup is actually simple and sturdy, with reliable operation that only requires an overhaul after 100,000km or so.

The latest air suspension systems, such as

Mercedes models equipped with Airmatic suspension are even more comfortable on the move.

Electronically controlled air suspension is a welcome feature in SUVs, because it “plays” with their ride height for greater 4x4 versatility.





those used in flagship Range Rovers and Rolls-Royce Phantom limousines, rely on plenty of electronic hardware and a solid-state controller (or an ECU). As a result, level-sensing and ride-height corrections are accomplished in a much shorter time, while on-the-go adjustments are made continuously.

One major advantage of air suspension is its ability to keep the car's ride height constant, since there is control over the volume of air. This means that despite varying passenger or luggage loads, the vehicle's wheel geometry (camber, castor, toe-in/out) is unaffected, all to the benefit of driving comfort and overall handling.

Ride height control is also selectable on some models, usually sports utility vehicles. For the purpose of off-roading, selecting a raised ride height sends a signal to the compressor to pump more air into the bellows. Conversely, releasing the air lowers the vehicle, which will enhance aerodynamic efficiency at high velocities. Speed-dependent controllability is usually part of the modern air suspension system.

Compared to steel coil springs, air springs offer far superior ride comfort, while their self-levelling capability enables consistent handling regardless of the occupancy/cargo load on board. 🚗

“
**SUBSTITUTING
THE STEEL COIL
SPRING WITH A
CUSHION OF AIR
INTRODUCES
A USEFUL
DEGREE OF
ADJUSTABILITY.**
”

**Real Friends.
Real Chemistry.
Real Legends.**

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PLAY

• TOYS
FOR THE
BOYS



11/NOV



MIGHTY TINY BLASTER

Music lovers searching for a highly portable speaker could consider the Red Monster Sound Bang Mini, which weighs only 47.5g and promises lag-free streaming with its Bluetooth 3.0 capability. \$49



This device also caters to selfie fans with its remote shutter-release function.

READY FOR THE BIG TIME

These are some of the highest-specification watches in their respective ranges.

HUBLOT BIG BANG UNICO MAGIC GOLD
Hublot not only put its own movement into this monster collectible, it also developed a proprietary "golden" material for the case. **\$56,100**



TUDOR HERITAGE BLACK BAY
This robust "retro hero" is inspired by Tudor's Submariner reference 7922 from 1954, yet has up-to-the-minute technical features. **\$POA**



URWERK UR-105 TA
The avant-garde watchmaker's "Turbine Automatic" timepiece is like a space-age exotic car for the price of a new Toyota Corolla. **\$121,100**



MB&F HM X

Created to mark the brand's 10th anniversary, this special edition boasts grade 5 titanium, a three-dimensional horological engine and a Sellita geartrain. **\$47,500**



CASIO EDIFICE RED BULL RACING EOB-510RBM-1A

Thanks to its high-quality materials and high-tech features, this limited edition turns every time check into an action-packed F1 pit stop. **\$749**



MANUFACTURE ROYALE 1770

This is a flying tourbillon made possible by the art of haute horlogerie, which includes finishing/decorating each and every component by hand. **\$78,800**





**LONGINES
COLUMN-
WHEEL SINGLE
PUSH-PIECE
CHRONOGRAPH**

Timekeeping classicism in this case comes with a lacquered and polished dial, blue-steel hands, painted Roman numerals and a brown alligator strap.

\$6600



**SEIKO ASTRON
SSE041**

With its GPS Solar Dual-Time technology and Perpetual Calendar function, this is a titanium-cased "time traveller" for frequent fliers.

\$3263



**ORIENT ELO2 300M
PROFESSIONAL DIVER**

Made in Japan, this is a proper tool for serious divers who need their equipment to be reliable in every situation – underwater or on terra firma.

\$2050



SHINE ON, SINGAPORE. SHINE. CLEAN. FRIENDLY

For the first time in Singapore, Sonax is proud to announce an exclusively formulated shampoo for its car wash services at Shell Stations[^]. This unique shampoo not only cleans your car with its highly effective cleaning properties, but also coats the surface of the paintwork with a protective layer for an extra shine. All at no additional cost.*

HANDWASH SONAX



*All Shell stations with car wash services except for Shell Tampines Avenue 2.
[^]\$8 for saloon car wash. Please refer to the car wash price board for other vehicle types.

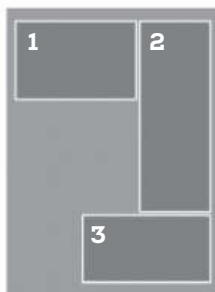


1. TWO LIGHTNING STRIKES

Luminox has added another “aircraft” to its squadron collection, the P-38 Lightning Automatic 9400 series.

The distinctive twin-boomed, twin-engined P-38 is a World War II veteran and one of Lockheed Martin’s finest fighters of all time.

The two new “airborne” Luminox watches (9401, priced at \$2027, and 9461, at \$4397) have a dial font inspired by the instruments in the P-38 Lightning, a cushion-shaped 44mm stainless steel case, water resistance to 200m, a genuine leather strap and the brand’s signature Night Vision Tubes.



2. BRITAIN’S OTHER “BIG BEN”

Breitling has released a 500-piece limited edition as a tribute to Bentley’s motorsport victories with the Continental GT3 racecar. Simply named as the Bentley GT3, the racy chronograph sports a black titanium case, black rubber strap, rotating pinion bezel, carbon fibre dial and a central 60-minute totaliser. The engine is Breitling’s high-frequency Calibre 27B.

3. “RING” ON YOUR WRIST

Touted as the world’s largest wristwatch for the world’s toughest racetrack, the Nordschleife 20832 Super Plus measures 65mm across. Nurburgring enthusiasts will notice the number “20832” where 8 o’clock should be (it’s the length of the track in metres) and the bright green second hand (that alludes to the track’s nickname, Green Hell). This gigantic quartz watch is made in Germany and available online (www.nordschleife.us) for 169 euros (\$268). 🇩🇪



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- Emergency Alarm
- GPS Tracking
- Two-way Voice Communication
- Video backup
- Remote video playback

Dashcams are more than just law enforcement tools: by recording everything front and rear of a car, they procure drivers with peace of mind and make it easy to establish liability in case of an accident.

Made in Korea since 2007, BlackVue dashcams are a standard of reliability, simplicity and connectivity.

Now the best dashcams can connect to the Cloud for greater utility and usability. Meet BlackVue Over the Cloud, the combination of BlackVue's Legacy of innovations in the dashcam industry with the power of cloud computing. Now it's easy to check on your car from anywhere, initiate a conversation with the driver, receive notifications when the dashcam detects an impact, view and save important videos to the Cloud.



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*Compatible with updated DR650GW series

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TANK UP & CHOW DOWN



FRESH CATCH

Seafood lovers who also love getting away from the city may wish to check out Smith Marine, a modern kelong-style restaurant located off the coast of Pulau Ubin. The eatery, which is only accessible via bumboat, offers diners the chance to catch their own fish, which will be cooked by the chef.

Local favourites, such as chilli crab and lala bee hoon are on the menu, and diners can opt to have steamboat (left) as well.



SIZZLING HOT

Aimed at making steamboat fans happy is Happy Mookata, a Thai restaurant that offers meats such as black pepper beef and garlic pork. When it's time to cool down, diners can temper the spicy flavours with the free flow of ice cream. Happy Mookata is located at Block 106, Clementi Street 12.





SASHIMI SMORGASBORD

Japanese cuisine fans that can't decide what to order could head to Megumi Japanese Restaurant, which boasts a 22-page menu. Must-try dishes include the Shiok Ramen and the Deluxe Sashimi platter (above), which includes tuna, salmon and squid. Megumi is located at Sunset Lane, Block 106, Clementi Street 12.



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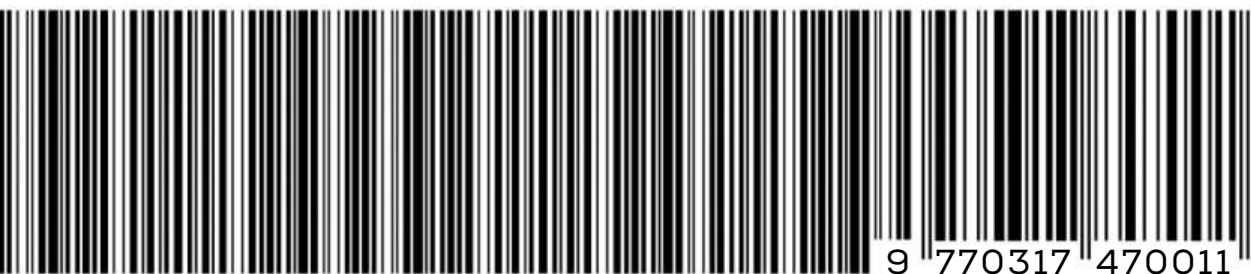
SPHmagazines

FANCY FOOTWEAR

These high-end driving shoes are a great addition to an enthusiast's wardrobe.



1_Add some elegance to your smart ensemble with the Porsche Design Milano DL22. This variant features patent leather and the brand's trademark heel screws for sturdiness. **\$590** **2_**Keep your feet warm during road trips in icy climates with Tod's Winter Gommino boots, which still caters to drivers with its rubber-cupped heel and "pebbled" soles. **\$670** **3_**Designed by Oliver Sweeney, these Sayer shoes feature firm yet flexible soles and chamfered heel profiles to create pivot points for fancy footwork. Like the Jaguar XJ that inspired their design, the shoes' prototypes were fashioned from clay, too. From **\$630** **4_**Well-heeled



4



5



6

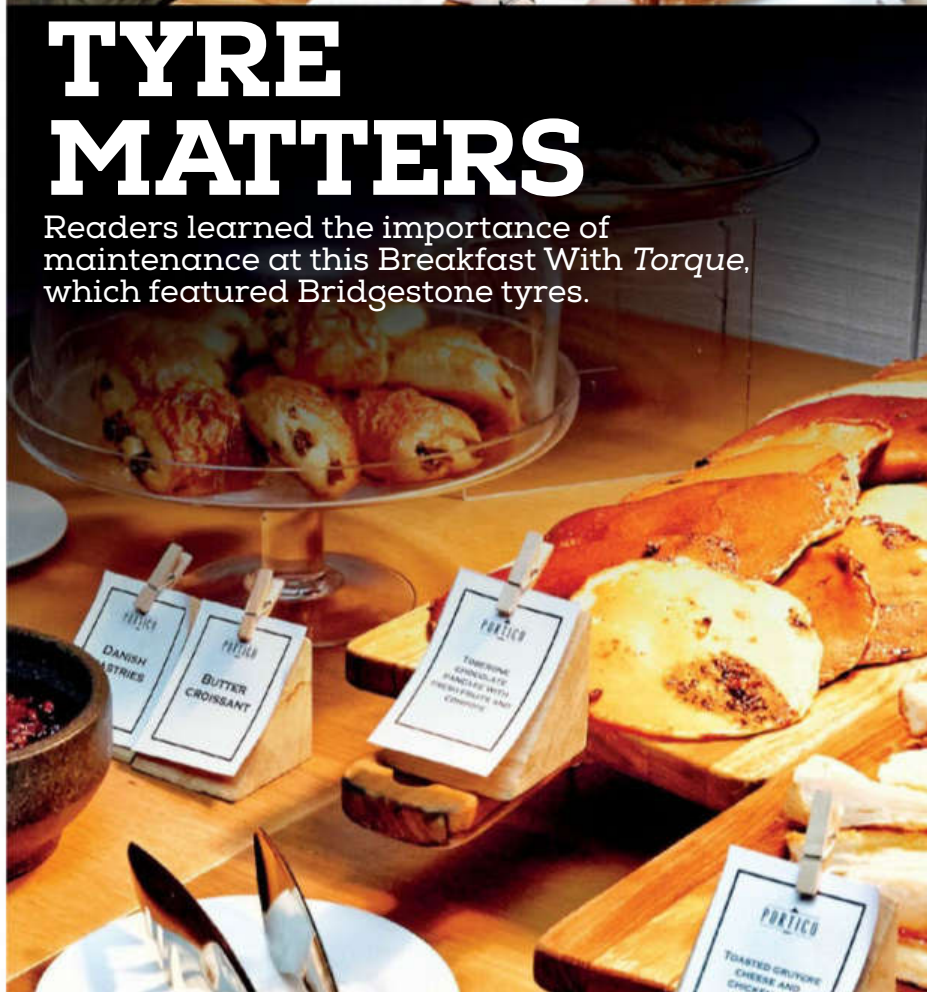
enthusiasts will want to be seen in Tod's Gommino loafers and their iconic rubber pebble soles. These shoes are available in both leather and suede, and come in a variety of colours. **\$770** **5**—Tod's leather sneakers are ideal for more relaxed weekend drives. The thicker soles, which still have embossed rubber pebbles, are more comfortable for walking, too. **\$770** **6**—Drivers who prefer softer shoes could consider the Porsche Design Cannes moccasin, which is made from suede but features an aluminium element in the sole for support. **\$590**

Breakfast with **torque**



TYRE MATTERS

Readers learned the importance of maintenance at this Breakfast With *Torque*, which featured Bridgestone tyres.





Eleanor Eng (far left) and Lim Boon Hai will be considering Bridgestone tyres, thanks to the \$100 vouchers they won in the lucky draw.



Bridgestone's Jason Soh made sure that guests got a "grip" of the tyre facts.



There was plenty of coffee to keep puzzled participants going.



Torque's senior writer, Jeremy Chua (below, right), attempted to serenade the guests.



FEW motorists will realise this, but the average tyre's contact patch – the area that's always in contact with the road – is only as big as the palm of their hand. Contact patches influence a car's acceleration, cornering and braking performance. That's asking a lot, given their size.

Participants picked up pointers such as these at our Breakfast With Torque in September, which was held at the cosy Portico restaurant along Alexandra Road.

Guests that morning also discovered just how important it is to keep their tyres correctly inflated from Bridgestone's technical manager, Dennis Lee, who cautioned participants against over- and under-inflating their tyres.

The dangers of excessively worn tyres were also discussed. To help guests determine the state of their wheels, Bridgestone staff performed free inspections to check pressures and tread depth.

While the inspections were ongoing, guests were busy filling up the squares of their bingo card. Each square had a specific task to be accomplished, which included putting together jigsaw puzzles and answering questions from an earlier presentation. The more squares were filled, the better their chances of being included in the lucky draw.

In the end, five fortuitous participants went home with prizes. Rachel Loh, Tan Su Anne and Jeremy Tay each won a \$50 Fairprice voucher, while Eleanor Eng and Lim Boon Hai walked away with \$100 Bridgestone vouchers. 🍀



2015 F1 SINGAPORE GRAND PRIX

The recent Formula One night race in the Lion City had other kinds of pit stops.



NICO MANIA

AMG Petronas F1 team driver Nico Rosberg dropped by at Suntec City's west wing atrium, where his fans had gathered. Sharing the limelight with a GT S sports coupe, the popular German racer posed for their selfies/wefies, signed autographs and gave away Mercedes merchandise.



"CONCORDE" CAPTAIN

McLaren pilot Jenson Button spent a bit more time at Changi Airport's Terminal 1, but not to buy duty-free goodies. He helped British Airways introduce its new lounge, which features the airline's Concorde Bar, an exclusive area meant for passengers flying in First.



PARTYING'S POLE POSITION

Once again, Amber Lounge set the pace for partygoers in Singapore with its turbocharged two-night event. On the first night, there was a fashion show headlined by Formula One (reserve and test) drivers dressed in Ted Baker's latest collection, and they included the Lotus F1 "flower", Carmen Jorda.

Newly crowned Miss Universe Singapore 2015, Lisa Marie White, also made her first public appearance. Apl.de.ap of The Black Eyed Peas, along with other international deejays, kept the dance music pumping on both nights.

Famous F1 drivers who made a pit stop at the event included Ferrari's Sebastian Vettel (who won the race), Toro Rosso's Carlos Sainz Jr. and McLaren's Fernando Alonso.

GARAGE

• HOTTEST
SOUPED-UP
CARS AHEAD



11/NOV



SHARP WITNESS

Guard yourself against fraudulent claims with the aid of the BlackVue DR650GW-2CH. Apart from its shock sensor, which can trigger recording when your vehicle is parked, this high-definition in-car camera also lets users wirelessly transfer footage from the device to their smartphone via an app.

Available at Wow! Gadgets.





SPICIER PEPPER

TECHART has released the TAO58/T2, an engine upgrade kit for the Porsche Cayenne Turbo that boosts the SUV's output from 520bhp and 750Nm to a scorching 700bhp and 920Nm. This makes it more powerful than the Bentley Bentayga, which has "only" 600bhp and 900Nm.

Helping the Cayenne's 4.8-litre V8 eke out these figures are the Techtronic piggyback engine control unit (ECU) and components such as the high-performance exhaust manifolds and turbochargers with ball-bearing compressor shafts. To cope with the added output, the kit also includes optimised oil and water pipes for enhanced cooling.

With these upgrades

installed, the Cayenne Turbo can hit 100km/h from rest in 3.9 seconds, or 0.6 of a second quicker than the stock model. Speed demons can have the speed limiter removed, thus enabling it to hit 300km/h. If the optional 22- or 23-inch tyres are equipped, this sports utility vehicle supposedly tops out at 308km/h.



The optional sport exhaust system enhances the SUV's performance and soundtrack.



LIMITED EDITION LANDIE

GERMAN tuner Startech is paying homage to the hardy Land Rover Defender with the launch of the Startech Sixty8, a limited edition version that's based on the Defender 110 model of which only 68 units will be produced.

Compared to the regular Defenders, the Sixty8 has been given an even more retro look with its contrast paintwork – the body is finished in Corris Grey Metallic, while the roof is painted in Santorini Black.

Adding to this Landie's ruggedness are its running boards, which feature corrugated metal steps and larger fender flares. The cabin, in contrast, has been made cushier thanks to the leather upholstered seats, which feature a diamond quilt pattern.



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- ✦ **Safe & Easy To Use**

How does Super Seal work?

While in the air conditioning system, it remains a liquid lubricant and contains additives to penetrate and rejuvenate o-rings, gaskets and other rubber connectors to prevent leakage. Included in Super Seal is a drying agent that gets rid of any moisture that may be inside the air conditioner. If the refrigerant leak occurs in a metal part, the refrigerant leaves the system and chills the outside air causing condensation. This moisture activates the Super Seal fluid to form a scab on the exterior of the metal.



A/C PRO Refrigerant



A/C PRO Super Seal

Ultra Synthetic Formula

- Provides maximum cold air
- Seals rubber leaks
- Repairs metal leaks
- Extends System Life



FLOWER POWER



LOTUS is targeting hardcore driving enthusiasts with its most powerful road car to date, the 3-Eleven. This roadster boasts an all-new lightweight body and a supercharged V6 that produces 450bhp.

In pre-production form, the vehicle clocked a lap time of seven minutes and six seconds around Germany's fearsome

Nurburgring Nordschleife circuit. That time is seriously impressive, considering it's just nine seconds slower than that achieved by Porsche's hypercar, the 918 Spyder.

As its moniker suggests, only 311 units of the 3-Eleven will be manufactured. Production of this automobile will commence in February 2016.

GROUND-HUGGING COMPONENTS

MERCEDES-AMG C63 and C63 S owners who wish to give their car a better roadholding and a meaner stance now have the KW Variant 3 adjustable coilovers to consider. These stainless steel items offer 12 clicks of compression and 16 clicks of rebound damping, to help drivers find their preferred



ride-handling balance.

The Variant 3 allows users to lower the ride height, too. The front can be lowered by as much as 30mm, while the rear can be lowered between 5mm and 35mm.



TORQUE SHOP

CAR owners looking for an all-in-one centre for their motoring needs could consider swinging by Torque5, which has workshop and bodywork facilities that cater to maintenance and paintwork needs.

Apart from performing repairs, it can help process insurance claims and renew policies as well. People who don't own cars can also get into the driver's seat, as the firm also boasts a leasing department.

Torque5 is located at #01-49 Premier @ Kaki Bukit, 8 Kaki Bukit Avenue 4.

MOD YOUR RIDE

Goodies for your prized possession.



Owners of modern high-performance cars could consider the **OWS Syntholube 5W-50**, which is claimed to be ideal for vehicles with longer oil change intervals.



Stay healthy in hazy conditions with the aid of the **OWS Air Con Clean 888**, which can eliminate harmful viruses and bacteria within five minutes of contact.



Keep your engine humming with the help of the **OWS Multilight 5W-40**, which is formulated with Uberclean additives to reduce the buildup of sludge and carbon.



Restore your car's performance with the help of the **Tunap Microflex 925**, which is formulated with XFoam cleaning technology to clear harmful deposits from intake and exhaust systems.



MOD TALK

TYRES

Q1 What are the benefits of larger tyres?

They usually have wider contact patches and provide better grip.

Q2 Why are those with more grip noisier?

They have stiffer sidewalls and need to be pumped to higher pressures.

Q3 Do comfort tyres offer less grip?

Yes. This is because they have more pliant sidewalls, which flex more during cornering.

Q4 How do symmetrical and asymmetrical tread patterns differ?

Symmetrical patterns are better for comfort, while asymmetrical ones are suited for higher performance.

Q5 How often should I be checking my tyre pressures?

Once every two weeks, and always prior to a road trip.

Take part in our popular Facebook contests
"Guess The Car!" and **"Caption The Photo!"**
to win attractive prizes every week.

GUESS THE CAR!



torque "Guess The Car!"

CAPTION THE PHOTO!



torque "Caption The Photo!"

BUY

• DOLLARS & SENSE
• FACTS • SPECS
• CARS COMING SOON



11/NOV



MERCEDES-MAYBACH S600

\$800,888
ON THE ROAD

Towkays searching for an exclusive limousine could consider this luxu-barge, which is longer and roomier than its "regular" S-Class siblings. Apart from the additional space, the car's cabin is said to be the quietest in the world. This range-topping variant is powered by a bi-turbo 6-litre V12 that delivers 530bhp and 830Nm.

■
RIVAL
ROLLS-ROYCE GHOST SERIES II
EXTENDED WHEELBASE



AUDI Q7

\$361,600
ON THE ROAD

This all-new seven-seater sports utility vehicle offers enhanced driveability compared to its predecessor, thanks to its lighter weight and lower centre of gravity. With new features such as rear cross-traffic assist and pre sense city, it will give its segment competitors a run for their money.

■
RIVAL
VOLVO XC90



VOLKSWAGEN TOURAN

PRICE
ON APPLICATION

Targeting family men, this all-new seven-seater multi-purpose vehicle offers more space and practicality than before, thanks to a longer wheelbase and larger storage points. The new turbocharged 1.4-litre engine, which is more powerful than the outgoing unit, provides keen drivers with peppier performance, too.

■
RIVAL
CHEVROLET
ORLANDO



BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
ALFA ROMEO // EuroAutomobile Pte Ltd, tel: 6566-2200, www.alfaromeo.com.sg								
Giulietta 1.4 (A) 5dr	\$125,800	1368cc	4T/6DC	FF	170bhp/250Nm	7.7sec	218km/h	19.2km/L
Giulietta Quadrifoglio Verde 1.7 (A) 5dr	\$165,800	1742cc	4T/6DC	FF	240bhp/340Nm	6.6sec	244km/h	13.7km/L
4C 1.7 (A) coupe	\$358,801	1742cc	4T/6DC	MR	240bhp/350Nm	4.5sec	258km/h	14.7km/L

ALPINA // Munich Automobiles Pte Ltd, tel: 6473-7117								
B3 3.0 (A) 4dr	\$373,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	305km/h	13.2km/L
B3 Touring 3.0 (A) estate	\$383,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.3sec	302km/h	13.0km/L
B4 Coupe 3.0 (A)	\$388,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	303km/h	13.2km/L
B4 Convertible 3.0 (A)	\$408,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.5sec	301km/h	12.5km/L
D5 3.0 (A) 4dr	\$405,800	2993cc	6TD/8AT	FR	350bhp/700Nm	5.1sec	305km/h	16.9km/L
D5 Touring 3.0 (A) estate	POA	2993cc	6TD/8AT	FR	350bhp/700Nm	5.3sec	276km/h	16.1km/L
B7 4.4 (A) 4dr	\$670,800	4395cc	V8T/8AT	FR	540bhp/730Nm	4.6sec	312km/h	10.1km/L
XD3 3.0 (A) SUV	\$398,800	2993cc	6TD/8AT	F4	350bhp/700Nm	4.9sec	251km/h	15.2km/L

ASTON MARTIN // Wearnes Automotive, tel: 6862-5868, www.astonmartin.com.sg								
V8 Vantage 4.7 coupe	POA	4735cc	V8/GMT	FR	420bhp/470Nm	4.9sec	290km/h	7.8km/L
V8 Vantage 4.7 (A) coupe	POA	4735cc	V8/7AM	FR	420bhp/470Nm	4.7sec	300km/h	7.6km/L
V8 Vantage S 4.7 (A) coupe	POA	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L
V8 Vantage Roadster 4.7 (A)	POA	4735cc	V8/7AM	FR	420bhp/470Nm	4.8sec	290km/h	7.8km/L
V8 Vantage S Roadster 4.7 (A)	POA	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L
V12 Vantage S 5.9 coupe	POA	5935cc	V12/7AM	FR	565bhp/620Nm	3.9sec	328km/h	6.1km/L
DB9 5.9 (A) coupe	POA	5935cc	V12/6AT	FR	517bhp/620Nm	4.6sec	295km/h	7.0km/L
Rapide S 5.9 (A) 4dr	POA	5935cc	V12/8AT	FR	552bhp/630Nm	4.4sec	327km/h	7.8km/L
Vanquish 5.9 (A) coupe	POA	5935cc	V12/8AT	FR	568bhp/630Nm	3.8sec	324km/h	7.8km/L
Vanquish Volante 5.9 (A) conv	POA	5935cc	V12/8AT	FR	568bhp/630Nm	4.0sec	317km/h	7.8km/L

AUDI // Premium Automobiles Pte Ltd, tel: 6566-1111, www.audi.com.sg								
A1 Sportback 1.0 (A) 5dr	\$122,000	999cc	3T/7DC	FF	95bhp/160Nm	10.9sec	186km/h	22.7km/L
A3 Sportback 1.4 (A) 5dr	\$150,400	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L
A3 Sportback 1.8 (A) 5dr	POA	1798cc	4T/7DC	FF	180bhp/250Nm	7.3sec	232km/h	17.9km/L
A3 Sedan 1.4 (A)	\$152,600	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	211km/h	20.0km/L
A3 Cabriolet 1.4 (A)	\$189,300	1395cc	4T/7DC	FF	125bhp/200Nm	10.2sec	211km/h	19.6km/L
S3 Sportback 2.0 (A) 5dr	\$236,250	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L
S3 Sedan 2.0 (A)	\$239,850	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L
A4 1.8 (A) 4dr	\$165,130	1798cc	4T/CVT	FF	170bhp/320Nm	8.3sec	225km/h	17.2km/L
A4 2.0 (A) 4dr	POA	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L
S4 3.0 (A) 4dr	POA	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	10.6km/L
A4 Avant 2.0 (A) estate	\$227,750	1984cc	4T/CVT	FF	211bhp/350Nm	7.4sec	232km/h	13.7km/L
RS4 Avant 4.2 (A) estate	\$483,350	4163cc	V8/7DC	F4	450bhp/430Nm	4.7sec	250km/h	9.3km/L
A5 2.0 (A) coupe	\$256,950	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L
S5 3.0 (A) coupe	\$344,650	2995cc	V6S/7DC	F4	333bhp/440Nm	4.9sec	250km/h	12.3km/L
RS5 4.2 (A) coupe	POA	4163cc	V8/7DC	F4	450bhp/430Nm	4.6sec	250km/h	9.3km/L
A5 Sportback 1.8 (A) 5dr	\$229,200	1798cc	4T/CVT	FF	170bhp/320Nm	8.4sec	220km/h	16.9km/L
A5 Sportback 2.0 (A) 5dr	\$257,550	1984cc	4T/7DC	F4	211bhp/350Nm	6.6sec	241km/h	14.3km/L
S5 Sportback 3.0 (A) 5dr	\$335,950	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.3km/L
A5 Cabriolet 2.0 (A)	\$292,450	1984cc	4T/7DC	F4	211bhp/350Nm	7.3sec	238km/h	13.9km/L
S5 Cabriolet 3.0 (A)	\$389,250	2995cc	V6S/7DC	F4	333bhp/440Nm	5.4sec	250km/h	11.7km/L
A6 1.8 (A) 4dr	\$245,800	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	17.5km/L
A6 2.0 (A) 4dr	\$266,600	1984cc	4T/7DC	FF	252bhp/370Nm	6.7sec	250km/h	16.9km/L
A6 3.0 (A) 4dr	\$359,900	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	13.2km/L
S6 4.0 (A) 4dr	POA	3993cc	V8T/7DC	F4	420bhp/550Nm	4.6sec	250km/h	10.4km/L
A6 Avant 1.8 (A) estate	\$260,900	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	16.9km/L
A6 Avant 3.0 (A) estate	\$359,900	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.8km/L
RS6 Avant 4.0 (A) estate	\$544,300	3993cc	V8T/8AT	F4	560bhp/700Nm	3.9sec	250km/h	10.4km/L
A7 2.0 (A) 5dr	\$298,800	1984cc	4T/7DC	FF	252bhp/370Nm	6.9sec	250km/h	16.9km/L
A7 2.8 (A) 5dr	POA	2773cc	V6/7DC	F4	204bhp/280Nm	8.3sec	235km/h	12.5km/L
A7 3.0 (A) 5dr	\$379,800	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	13.2km/L

EXPLANATORY NOTES

POA Price on application
5dr Five-door hatchback
4dr Four-door saloon
3dr Three-door hatchback
conv Convertible
SUV Sports utility vehicle
MPV Multi-purpose vehicle

Engine Format
T Turbocharged
S Supercharged
H Hybrid
F Flat
D Diesel
EV Electric vehicle
EVRE EV range extender

Transmission
xMT Manual
xAT Automatic
xAM Automated manual
xDC Dual-clutch
CVT Continuously variable

Driveline
Fx Front-engine
Mx Mid-engine
Rx Rear-engine
xF Front-wheel-drive
xR Rear-wheel-drive
x4 Four-wheel-drive

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
AUDI continued									
S7 4.0 (A) 5dr	POA	3993cc	V8T/7DC	F4	420bhp/550Nm	4.7sec	250km/h	10.4km/L	225
A8L 3.0 (A) 4dr	\$412,200	2995cc	V6S/8AT	F4	310bhp/440Nm	5.9sec	250km/h	12.7km/L	184
A8L 3.0 TDI (A) 4dr	POA	2967cc	V6TD/8AT	F4	258bhp/580Nm	6.1sec	250km/h	16.7km/L	158
A8L 4.0 (A) 4dr	\$524,000	3993cc	V8T/8AT	F4	435bhp/600Nm	4.6sec	250km/h	10.9km/L	216
A8L 4.2 TDI (A) 4dr	POA	4134cc	V8TD/8AT	F4	385bhp/850Nm	5.6sec	250km/h	12.8km/L	198
A8L 6.3 (A) 4dr	POA	6299cc	W12/8AT	F4	500bhp/625Nm	4.6sec	250km/h	8.8km/L	264
S8 4.0 (A) 4dr	\$671,900	3993cc	V8T/8AT	F4	520bhp/650Nm	4.1sec	250km/h	10.4km/L	225
Q3 1.4 (A) SUV	\$183,300	1395cc	4T/6DC	FF	150bhp/250Nm	8.9sec	200km/h	16.1km/L	145
Q3 2.0 (A) SUV	\$203,900	1984cc	4T/7DC	F4	180bhp/320Nm	7.6sec	217km/h	14.9km/L	155
Q5 2.0 (A) SUV	\$232,350	1984cc	4T/8AT	F4	225bhp/350Nm	7.1sec	222km/h	12.7km/L	184
SQ5 3.0 (A) SUV	\$312,250	2995cc	V6S/8AT	F4	354bhp/470Nm	5.4sec	250km/h	11.8km/L	199
Q7 3.0 (A) SUV	\$361,600	2995cc	V6S/8AT	F4	333bhp/440Nm	6.3sec	250km/h	12.7km/L	183
TT 2.0 (A) coupe	\$243,200	1984cc	4T/6DC	FF	230bhp/370Nm	5.9sec	250km/h	15.9km/L	146
TTS 2.0 (A) coupe	POA	1984cc	4T/6DC	F4	310bhp/380Nm	4.6sec	250km/h	14.7km/L	157
TT Roadster 2.0 (A)	\$265,700	1984cc	4T/6DC	FF	230bhp/370Nm	6.1sec	250km/h	14.9km/L	154
R8 4.2 (A) coupe	\$715,180	4163cc	V8/7DC	M4	430bhp/430Nm	4.3sec	300km/h	8.1km/L	289
R8 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	525bhp/530Nm	3.6sec	314km/h	7.6km/L	305
R8 V10 Plus 5.2 (A) coupe	\$969,750	5204cc	V10/7DC	M4	550bhp/540Nm	3.5sec	317km/h	7.8km/L	299
R8 Spyder 4.2 (A)	\$778,200	4163cc	V8/7DC	M4	430bhp/430Nm	4.5sec	300km/h	7.9km/L	294
R8 Spyder 5.2 (A)	\$946,600	5204cc	V10/7DC	M4	525bhp/530Nm	3.8sec	311km/h	7.5km/L	310

BENTLEY // Wearnes Automotive, tel: 6473-7755, www.wearnesauto.com

Mulsanne 6.8 (A) 4dr	POA	6752cc	V8T/8AT	FR	505bhp/1020Nm	5.3sec	296km/h	6.8km/L	342
Mulsanne Speed 6.8 (A) 4dr	POA	6752cc	V8T/8AT	FR	530bhp/1100Nm	4.9sec	305km/h	6.8km/L	342
Flying Spur V8 4.0 (A) 4dr	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.2sec	295km/h	9.2km/L	254
Flying Spur W12 6.0 (A) 4dr	POA	5998cc	W12T/8AT	F4	616bhp/800Nm	4.6sec	320km/h	6.8km/L	343
Continental GT V8 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	4.8sec	303km/h	9.5km/L	254
Continental GT V8 S 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	521bhp/680Nm	4.3sec	309km/h	9.4km/L	254
Continental GT 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	567bhp/700Nm	4.5sec	318km/h	6.9km/L	338
Continental GT Speed 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	616bhp/800Nm	4.2sec	329km/h	6.8km/L	338
Continental GTC V8 4.0 (A) conv	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.0sec	301km/h	9.1km/L	254
Continental GTC 6.0 (A) conv	POA	5998cc	W12T/6AT	F4	567bhp/700Nm	4.8sec	314km/h	6.1km/L	384

BMW // Performance Motors Ltd, tel: 6319-0100, www.bmw.com.sg

116d 1.5 (A) 5dr	\$138,800	1496cc	3TD/8AT	FR	116bhp/270Nm	10.3sec	200km/h	24.4km/L	96
218i Active Tourer (A) 5dr	\$160,800	1499cc	3T/6AT	FF	136bhp/220Nm	9.2sec	205km/h	18.9km/L	124
218i Coupe 1.5 (A)	\$158,800	1499cc	3T/8AT	FR	136bhp/220Nm	8.9sec	210km/h	18.2km/L	129
220i Coupe Sport 2.0 (A)	\$192,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.0sec	230km/h	16.7km/L	139
228i Coupe Sport 2.0 (A)	\$203,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	15.9km/L	148
218i Convertible 1.5 (A)	\$178,800	1499cc	3T/8AT	FR	136bhp/220Nm	9.6sec	205km/h	17.2km/L	134
220i Convertible Sport 2.0 (A)	\$207,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	226km/h	15.4km/L	152
228i Convertible Sport 2.0 (A)	\$219,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	14.9km/L	157
318i Sport 1.5 (A) 4dr	\$180,800	1499cc	3T/8AT	FR	136bhp/220Nm	9.1sec	210km/h	18.5km/L	126
320i M Sport 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	235km/h	16.4km/L	138
328i 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	245bhp/350Nm	6.1sec	250km/h	15.9km/L	147
335i M Sport 3.0 (A) 4dr	POA	2979cc	6T/8AT	FR	306bhp/400Nm	5.5sec	250km/h	12.6km/L	169
320i GT 2.0 (A) 5dr	\$227,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.9sec	229km/h	15.9km/L	147
328i GT 2.0 (A) 5dr	\$253,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.1sec	250km/h	15.4km/L	151
335i GT 3.0 (A) 5dr	POA	2979cc	6T/8AT	FR	306bhp/400Nm	5.4sec	250km/h	13.0km/L	179
420i Coupe 2.0 (A)	\$231,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L	142
428i Coupe Sport 2.0 (A)	\$253,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.8sec	250km/h	15.6km/L	149
435i Coupe Sport 3.0 (A)	\$291,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.1sec	250km/h	14.4km/L	169
420i Convertible 2.0 (A)	\$259,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L	142
428i Convertible 2.0 (A)	\$285,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.4sec	250km/h	14.9km/L	157
435i Convertible M Sport 3.0 (A)	\$334,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.5sec	250km/h	13.0km/L	180
420i Gran Coupe 2.0 (A) 4dr	\$218,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	236km/h	15.9km/L	146
428i Gran Coupe 2.0 (A) 4dr	\$254,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	15.6km/L	149
435i Gran Coupe M Sport 3.0 (A) 4dr	\$305,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.2sec	250km/h	13.2km/L	178

CARBON EMISSIONS-BASED VEHICLE SCHEME (CEVS)

CO2 emission g/km	Rebate (-)	CO2 emission g/km	Surcharge (+)
≤95	- \$30,000	186-200	+ \$5000
96-105	- \$15,000	201-215	+ \$10,000
106-120	- \$10,000	216-230	+ \$15,000
121-135	- \$5000	>230	+ \$30,000
136-185	\$0		

All prices listed include COE and are meant to serve as a guide. Please visit www.torque.com.sg/buy for the latest car prices.

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
BMW continued								
520i Business 2.0 (A) 4dr	\$233,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.0sec	226km/h	15.6km/L
520d 2.0 (A) 4dr	POA	1995cc	4TD/8AT	FR	184bhp/380Nm	7.9sec	231km/h	20.4km/L
528i 2.0 (A) 4dr	\$262,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.3sec	250km/h	13.1km/L
535i 3.0 (A) 4dr	POA	2979cc	6T/8AT	FR	306bhp/400Nm	5.9sec	250km/h	11.9km/L
535i GT 3.0 (A) 5dr	\$350,800	2979cc	6T/8AT	FR	306bhp/400Nm	6.3sec	250km/h	12.2km/L
640i Coupe 3.0 (A)	\$375,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.3sec	250km/h	13.0km/L
650i Coupe 4.4 (A)	\$435,800	4395cc	V8T/8AT	FR	450bhp/650Nm	4.6sec	250km/h	11.4km/L
640i Convertible 3.0 (A)	\$412,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.5sec	250km/h	12.7km/L
650i Convertible 4.4 (A)	\$479,800	4395cc	V8T/8AT	FR	450bhp/650Nm	5.0sec	250km/h	11.0km/L
640i Gran Coupe 3.0 (A) 4dr	\$395,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.4sec	250km/h	12.6km/L
650i Gran Coupe 4.4 (A) 4dr	\$441,800	4395cc	V8T/8AT	FR	450bhp/650Nm	4.6sec	250km/h	11.4km/L
740Li 3.0 (A) 4dr	\$444,800	2998cc	6T/8AT	FR	326bhp/450Nm	5.6sec	250km/h	15.2km/L
750Li 4.4 (A) 4dr	POA	4395cc	V8T/8AT	FR	450bhp/650Nm	4.7sec	250km/h	12.5km/L
i3 Interior Design Lodge (A) 5dr	\$212,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L
i3 Interior Design Suite (A) 5dr	\$216,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L
i8 Pure Impulse 1.5 (A) coupe	\$580,800	1499cc	3TH/6AT	M4	230bhp/320Nm	4.4sec	250km/h	47.6km/L
X1 sDrive20i 2.0 (A) SUV	\$191,800	1998cc	4T/8AT	FR	192bhp/280Nm	7.7sec	225km/h	16.9km/L
X3 sDrive20i 2.0 (A) SUV	\$211,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.2sec	210km/h	14.1km/L
X3 xDrive28i 2.0 (A) SUV	\$268,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.5sec	230km/h	13.5km/L
X3 xDrive35i 3.0 (A) SUV	\$311,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.7sec	245km/h	10.5km/L
X4 xDrive20i 2.0 (A) SUV	\$253,800	1997cc	4T/8AT	F4	184bhp/270Nm	8.1sec	212km/h	13.7km/L
X4 xDrive28i 2.0 (A) SUV	\$281,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.4sec	232km/h	13.5km/L
X4 xDrive35i 3.0 (A) SUV	\$326,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.5sec	247km/h	12.0km/L
X5 xDrive35i 3.0 (A) SUV	\$343,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.5sec	235km/h	11.8km/L
X5 xDrive50i 4.4 (A) SUV	\$430,800	4395cc	V8T/8AT	F4	450bhp/650Nm	5.0sec	250km/h	9.5km/L
X6 xDrive35i 3.0 (A) SUV	\$374,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.4sec	240km/h	11.6km/L
X6 xDrive50i 4.4 (A) SUV	\$476,800	4395cc	V8T/8AT	F4	450bhp/650Nm	4.8sec	250km/h	10.3km/L
Z4 Roadster sDrive20i 2.0 (A)	\$247,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.2sec	232km/h	14.7km/L
Z4 Roadster sDrive28i 2.0 (A)	\$270,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	14.7km/L
Z4 Roadster sDrive35is 3.0 (A)	\$340,800	2979cc	6T/7DC	FR	340bhp/450Nm	4.8sec	250km/h	11.1km/L

BMW M // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M3 Sedan 3.0 (A)	\$345,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L
M4 Coupe 3.0 (A)	\$355,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L
M4 Convertible 3.0 (A)	\$401,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.4sec	250km/h	11.5km/L
M5 Competition 4.4 (A) 4dr	\$480,800	4395cc	V8T/7DC	FR	575bhp/680Nm	4.2sec	250km/h	10.1km/L
M6 Coupe 4.4 (A)	\$534,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	250km/h	10.1km/L
M6 Convertible 4.4 (A)	\$579,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.3sec	250km/h	9.7km/L
M6 Gran Coupe 4.4 (A) 4dr	\$556,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	305km/h	10.1km/L
X5M 4.4 (A) SUV	\$511,800	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L
X6M 4.4 (A) SUV	\$536,800	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L

BMW M PERFORMANCE // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M135i 3.0 (A) 5dr	\$213,800	2979cc	6T/8AT	FR	320bhp/450Nm	4.9sec	250km/h	13.3km/L
M235i Coupe 3.0 (A)	\$223,800	2979cc	6T/8AT	FR	326bhp/450Nm	4.8sec	250km/h	13.2km/L
M235i Convertible 3.0 (A)	\$238,800	2979cc	6T/8AT	FR	326bhp/450Nm	5.0sec	250km/h	12.6km/L
X5 M50d 3.0 (A) SUV	\$386,800	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	14.9km/L
X6 M50d 3.0 (A) SUV	\$411,800	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	13.0km/L

CHERY // Vertex Automobile Pte Ltd, tel: 6742-2883, www.chery-vertex.com.sg

Fulwin 2 1.5 4dr	\$61,999	1497cc	4/5MT	FF	107bhp/140Nm	not avail	160km/h	14.3km/L
J3 1.6 4dr	\$63,999	1597cc	4/5MT	FF	117bhp/147Nm	14.8sec	174km/h	12.5km/L

CHEVROLET // Alpine Motors, tel: 6511-3033, www.chevrolet.com.sg

Spark 1.0 (A) 5dr	\$95,999	995cc	4/4AT	FF	68bhp/89Nm	17.5sec	143km/h	16.7km/L
Sonic 1.4 (A) 4dr	\$103,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.6km/L
Sonic Hatch 1.4 (A)	\$103,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.4km/L
Cruze 1.4 (A) 4dr	\$109,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.4sec	204km/h	14.7km/L
Cruze Station Wagon 1.4 (A)	\$116,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.8sec	202km/h	14.7km/L
Orlando LS 1.4 (A) MPV	\$128,999	1362cc	4T/6AT	FF	140bhp/200Nm	11.2sec	191km/h	14.1km/L
Captiva 2.4 LT (A) SUV	\$155,999	2384cc	4/6AT	FF	167bhp/230Nm	10.8sec	181km/h	10.9km/L
Malibu 2.4 (A) 4dr	\$129,999	2384cc	4/6AT	F4	167bhp/225Nm	9.7sec	206km/h	12.8km/L

CHRYSLER // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.chrysler.com

300C 3.6 (A) 4dr	\$278,000	3604cc	V6/8AT	FR	286bhp/340Nm	7.6sec	240km/h	10.3km/L
Grand Voyager 2.8 (A) MPV	\$228,000	2776cc	4TD/6AT	FF	160bhp/360Nm	12.8sec	185km/h	11.4km/L

CITROEN // Cycle & Carriage France Pte Ltd, tel: 6479-2792, www.citroen.com.sg

DS3 1.4 EGS (A) 3dr	POA	1397cc	4/5AM	FF	95bhp/136Nm	11.8sec	184km/h	17.8km/L
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	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
CITROEN continued								
DS3 Cabrio 1.6 (A) conv	POA	1598cc	4/4AT	FF	120bhp/160Nm	10.9sec	190km/h	15.2km/L
DS4 e-HDi 1.6 (A) 5dr	POA	1560cc	4TD/6AM	FF	110bhp/270Nm	11.3sec	190km/h	22.7km/L
DS4 So Chic 1.6 (A) 5dr	POA	1598cc	4T/6AT	FF	161bhp/240Nm	8.8sec	212km/h	13.0km/L
DS4 Sport Chic 1.6 5dr	POA	1598cc	4T/6MT	FF	200bhp/275Nm	8.5sec	235km/h	15.6km/L
DS5 e-HDi 1.6 (A) 5dr	\$158,988	1560cc	4TD/6AM	FF	115bhp/270Nm	10.1sec	191km/h	23.3km/L
DS5 Hybrid 4.2.0 (A) 5dr	POA	1997cc	4TDH/6AM	F4	200bhp/300Nm	9.2sec	211km/h	30.3km/L
C4 Cactus 1.2 (A) 5dr	\$113,988	1199cc	3/5AM	FF	80bhp/118Nm	15.0sec	172km/h	23.3km/L
C4 Picasso e-HDi 1.6 (A) MPV	\$121,988	1560cc	4TD/6AM	FF	115bhp/270Nm	12.3sec	189km/h	25.0km/L
Grand C4 Picasso e-HDi 1.6 (A) MPV	POA	1560cc	4TD/6AM	FF	115bhp/270Nm	12.6sec	189km/h	25.0km/L
Grand C4 Picasso 1.6 THP (A) MPV	\$153,988	1598cc	4T/6AT	FF	165bhp/240Nm	10.0sec	189km/h	17.8km/L

DAIHATSU // Sin Tien Seng Pte Ltd, tel: 6748-1166, www.sts.com.sg

Terios 1.5 (A) 4wd SUV	POA	1495cc	4/4AT	F4	105bhp/140Nm	12.6sec	150km/h	11.9km/L	179
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FERRARI // Ital Auto, tel: 6475-1118, www.italauto.com.sg

California T 3.9 (A) conv	\$965,001	3855cc	V8T/7DC	FR	560bhp/755Nm	3.6sec	316km/h	9.5km/L	250
488 GTB 3.9 (A) coupe	\$1,055,001	3902cc	V8T/7DC	MR	670bhp/760Nm	3.0sec	330km/h	8.8km/L	260
458 Spider 4.5 (A) conv	POA	4491cc	V8/7DC	MR	570bhp/540Nm	3.4sec	320km/h	8.4km/L	275
FF 6.3 (A) coupe	\$1,501,001	6262cc	V12/7DC	F4	660bhp/683Nm	3.7sec	335km/h	6.5km/L	360
F12berlinetta 6.3 (A) coupe	\$1,560,001	6262cc	V12/7DC	FR	740bhp/690Nm	3.1sec	340km/h	6.7km/L	350

FIAT // TTS Eurocars Pte Ltd, tel: 6842-2222, www.fiat.com.sg

500 1.4 (A) 3dr	\$120,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L	130
500C 1.4 (A) conv	\$125,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L	130
500 Gucci 1.4 (A) 3dr	\$136,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L	130
500C Gucci 1.4 (A) conv	\$141,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L	130
Bravo T-Jet 1.4 (A) 5dr	\$144,900	1368cc	4T/6AM	FF	150bhp/206Nm	8.5sec	212km/h	14.1km/L	132

FORD // Regent Motors Ltd, tel: 6376-2233, www.regentmotors.com.sg

Fiesta Trend 1.0 (A) 5dr	POA	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L	114
Fiesta Titanium 1.0 (A) 5dr	\$106,999	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L	114
Focus Trend 1.6 (A) 4dr	\$114,999	1596cc	4/6DC	FF	125bhp/159Nm	11.8sec	195km/h	15.9km/L	146
Focus Trend 1.6 (A) 5dr	\$114,999	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	193km/h	15.9km/L	146
Focus Trend 1.6 (A) estate	\$119,999	1596cc	4/6DC	FF	125bhp/159Nm	11.9sec	193km/h	15.9km/L	146
Focus Titanium 1.6 (A) 4dr	\$120,999	1596cc	4/6DC	FF	125bhp/159Nm	11.8sec	195km/h	15.9km/L	146
Focus Titanium 1.6 (A) 5dr	\$120,999	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	193km/h	15.9km/L	146
Focus Titanium 1.6 (A) estate	\$125,999	1596cc	4/6DC	FF	125bhp/159Nm	11.9sec	193km/h	15.9km/L	146
Focus ST 2.0 5dr	POA	1999cc	4T/6MT	FF	250bhp/345Nm	6.5sec	248km/h	13.9km/L	169
Mondeo Titanium 1.5 (A) 4dr	\$153,999	1498cc	4T/6AT	FF	160bhp/240Nm	9.1sec	214km/h	13.9km/L	168
Mondeo Titanium 1.5 (A) 5dr	\$158,999	1498cc	4T/6AT	FF	160bhp/240Nm	9.1sec	214km/h	13.9km/L	168
Mondeo Titanium 2.0 (A) 4dr	\$166,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L	187
Mondeo Titanium 2.0 (A) 5dr	\$171,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L	187
Kuga Trend 1.5 (A) SUV	\$140,999	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L	171
Kuga Titanium 1.5 (A) SUV	POA	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L	171
Galaxy 2.0 (A) MPV	POA	1999cc	4T/6DC	FF	203bhp/300Nm	8.8sec	217km/h	12.3km/L	189

HONDA // Kah Motor Co Sdn Bhd, tel: 6840-6888, www.honda.com.sg

Jazz 1.3 (A) 5dr	\$102,999	1318cc	4/CVT	FF	100bhp/119Nm	12.9sec	175km/h	19.6km/L	121
Jazz RS 1.5 5dr	\$106,999	1498cc	4/6MT	FF	130bhp/155Nm	9.4sec	200km/h	18.9km/L	122
Jazz RS 1.5 (A) 5dr	\$106,999	1498cc	4/CVT	FF	130bhp/155Nm	9.6sec	196km/h	18.9km/L	127
City 1.5 (A) 4dr	\$107,999	1497cc	4/CVT	FF	120bhp/145Nm	11.0sec	192km/h	17.5km/L	135
Civic 1.6 (A) 4dr	\$122,999	1598cc	4/5AT	FF	125bhp/151Nm	12.4sec	197km/h	14.7km/L	162
HR-V 1.5 (A) 5dr	\$124,999	1497cc	4/CVT	FF	120bhp/145Nm	11.8sec	179km/h	15.4km/L	155
Accord 2.0 (A) 4dr	\$156,999	1997cc	4/5AT	FF	155bhp/190Nm	11.9sec	209km/h	13.2km/L	181
Accord 2.4 (A) 4dr	\$170,999	2356cc	4/5AT	FF	175bhp/225Nm	10.5sec	224km/h	12.3km/L	192
Mobilio 1.5 (A) MPV	\$119,999	1497cc	4/CVT	FF	120bhp/145Nm	11.6sec	160km/h	16.1km/L	148
Odyssey EX-S 2.4 (A) MPV	\$163,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L	187
Odyssey EXV-S 2.4 (A) MPV	\$174,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L	187
CR-V RVS 2.4 (A) SUV	\$160,999	2354cc	4/5AT	FF	190bhp/222Nm	10.8sec	190km/h	11.9km/L	196

HYUNDAI // Komoco Motors Pte Ltd, tel: 6475-8888, www.hyundai.com.sg

Accent 1.4 (A) 4dr	\$94,999	1368cc	4/CVT	FF	100bhp/133Nm	11.8sec	185km/h	17.5km/L	146
Accent 1.4 (A) 5dr	\$95,999	1368cc	4/CVT	FF	100bhp/133Nm	11.8sec	185km/h	16.7km/L	143
Elantra 1.6 (A) 4dr	\$99,699	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L	159
Elantra Elite 1.6 (A) 4dr	\$105,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L	159
i40 2.0 (A) estate	POA	1998cc	4/6AT	FF	177bhp/213Nm	10.8sec	200km/h	13.9km/L	140
Sonata VIII 2.0 (A) 4dr	\$129,999	1999cc	4/6AT	FF	157bhp/196Nm	11.1sec	200km/h	12.5km/L	191
Grand Genesis 3.8 (A) 4dr	\$268,888	3778cc	V6/8AT	FR	315bhp/397Nm	6.5sec	240km/h	8.9km/L	261

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
HYUNDAI continued								
Tucson SP 2.0 (A) SUV	\$138,999	1999cc	4/6AT	FF	152bhp/191Nm	11.5sec	177km/h	11.9km/L 200
Santa Fe 2.4 (A) SUV	\$166,999	2359cc	4/6AT	F4	192bhp/242Nm	10.9sec	190km/h	11.2km/L 208
Veloster 1.6 (A) coupe	\$108,699	1591cc	4/6DC	FF	140bhp/167Nm	10.3sec	200km/h	16.1km/L 145
Veloster Turbo 1.6 (A) coupe	\$125,999	1591cc	4T/6AT	FF	186bhp/265Nm	8.1sec	214km/h	13.0km/L 174

INFINITI // Wearnes Automotive, tel: 6430-4840, www.infiniti-singapore.com

Q50 Premium 2.0 (A) 4dr	\$183,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L 168
Q50 Sport 2.0 (A) 4dr	\$201,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L 168
Q60 3.7 (A) conv	\$309,800	3696cc	V6/7AT	FR	320bhp/360Nm	5.8sec	250km/h	8.8km/L 264
Q70 Premium 2.5 (A) 4dr	\$232,800	2496cc	V6/7AT	FR	219bhp/253Nm	9.2sec	231km/h	10.1km/L 226
Q70 Premium 3.7 (A) 4dr	\$299,800	3696cc	V6/7AT	FR	320bhp/360Nm	6.2sec	250km/h	9.8km/L 235
Q70 Hybrid 3.5 (A) 4dr	\$309,800	3498cc	V6H/7AT	FR	360bhp/350Nm	5.5sec	250km/h	14.3km/L 162
QX70 Premium 3.7 (A) SUV	\$319,800	3696cc	V6/7AT	F4	320bhp/360Nm	6.8sec	233km/h	8.2km/L 282
QX70 Sport Premium 5.0 (A) SUV	\$369,800	5026cc	V8/7AT	F4	390bhp/500Nm	5.8sec	250km/h	7.6km/L 307

JAGUAR // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

XE Prestige 2.0 (A) 4dr	\$204,999	1999cc	4T/8AT	FR	200bhp/320Nm	7.7sec	237km/h	13.3km/L 179
XE R-Sport 2.0 (A) 4dr	\$234,999	1999cc	4T/8AT	FR	240bhp/340Nm	6.8sec	250km/h	13.3km/L 179
XJ Premium Luxury SWB 2.0 (A) 4dr	\$294,999	1999cc	4T/8AT	FR	240bhp/340Nm	7.5sec	241km/h	11.8km/L 199
XJ Premium Luxury LWB 2.0 (A) 4dr	\$345,000	1999cc	4T/8AT	FR	240bhp/340Nm	7.5sec	241km/h	11.8km/L 199
XJ Premium Luxury LWB 3.0 (A) 4dr	\$435,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.9sec	250km/h	10.4km/L 224
XJ LWB Autobiography 5.0 (A)	\$575,000	5000cc	V8S/8AT	FR	510bhp/625Nm	4.9sec	250km/h	8.6km/L 289
F-Type Coupe 3.0 (A)	\$430,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.4km/L 205
F-Type S Coupe 3.0 (A)	\$470,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L 213
F-Type R Coupe 5.0 (A)	\$580,000	5000cc	V8S/8AT	FR	550bhp/680Nm	4.2sec	300km/h	9.0km/L 259
F-Type 3.0 (A) conv	\$450,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.1km/L 209
F-Type S 3.0 (A) conv	\$490,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L 213
F-Type V8 S 5.0 (A) conv	\$600,000	5000cc	V8S/8AT	FR	495bhp/625Nm	4.3sec	300km/h	9.0km/L 259

JEEP // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.jeep.com.sg

Cherokee Limited 2.4 (A) SUV	\$223,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L 204
Cherokee Trailhawk 2.4 (A) SUV	\$233,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L 204
Wrangler Sahara 3.6 (A) 3dr	\$238,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.1sec	180km/h	8.8km/L 263
Wrangler Sahara 3.6 (A) 5dr	\$258,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.9sec	180km/h	8.5km/L 263
Wrangler Sahara 2.8 (A) 5dr	\$253,000	2776cc	4TD/5AT	F4	200bhp/460Nm	10.7sec	172km/h	11.4km/L 230
Grand Cherokee Summit 3.6 (A)	\$308,000	3604cc	V6/8AT	F4	286bhp/347Nm	9.1sec	206km/h	11.4km/L 265
Grand Cherokee Summit 3.0 (A)	POA	2987cc	V6TD/8AT	F4	247bhp/570Nm	8.2sec	202km/h	13.3km/L 198
Grand Cherokee SRT8 6.4 (A)	\$378,000	6424cc	V8/5AT	F4	477bhp/630Nm	4.8sec	250km/h	6.1km/L 327

KIA // Cycle & Carriage Kia Pte Ltd, tel: 6427-8888, www.kia.com.sg

Rio 1.4 (A) 5dr	\$96,999	1396cc	4/4AT	FF	107bhp/135Nm	13.2sec	170km/h	17.5km/L 140
Forte K3 EX 1.6 (A) 4dr	\$93,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L 160
Forte K3 SX Sport 1.6 (A) 4dr	\$103,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L 160
Sportage 2.0 EX (A) SUV	\$127,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L 190
Sportage 2.0 SX (A) SUV	\$133,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L 190
Sorento 2.4 EX (A) SUV	\$152,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L 205
Sorento 2.4 SX (A) SUV	\$162,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L 205
Sorento 2.2D (A) SUV	\$162,999	2199cc	4TD/6AT	F4	200bhp/441Nm	9.6sec	203km/h	14.9km/L 177
Carens 2.0 (A) MPV	\$118,999	1999cc	4/6AT	FF	166bhp/213Nm	10.8sec	200km/h	12.7km/L 184
Optima K5 2.0 (A) 4dr	POA	1999cc	4/6AT	FF	165bhp/196Nm	10.6sec	208km/h	13.2km/L 177
Optima K5 2.4 (A) 4dr	POA	2359cc	4/6AT	FF	180bhp/231Nm	9.5sec	210km/h	11.8km/L 197

LAMBORGHINI // EuroSports Auto Pte Ltd, tel: 6565-5995, www.lamborghiniisgapore.com

Huracan LP610-4 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	610bhp/560Nm	3.2sec	325km/h	8.0km/L 290
Aventador LP700-4 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	700bhp/690Nm	2.9sec	350km/h	5.8km/L 398
Aventador LP750-4 Superveloce 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	750bhp/690Nm	2.8sec	350km/h	6.3km/L 370
Aventador Roadster LP700-4 6.5 (A)	POA	6498cc	V12/7AM	M4	700bhp/690Nm	3.0sec	350km/h	5.8km/L 398

LAND ROVER // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

Discovery Sport SE 2.0 (A) SUV	\$247,000	1999cc	4T/9AT	F4	240bhp/340Nm	8.2sec	200km/h	12.0km/L 197
Discovery 3.0 (A) SUV	\$330,000	2993cc	V6TD/8AT	F4	256bhp/600Nm	9.3sec	180km/h	11.3km/L 230
Range Rover Evoque 2.0 (A) 5dr	\$230,000	1999cc	4T/9AT	F4	240bhp/340Nm	7.6sec	217km/h	12.8km/L 193
Range Rover Vogue 3.0D (A) SUV	\$570,000	2993cc	V6TD/8AT	F4	258bhp/600Nm	10.3sec	210km/h	13.3km/L 196
Range Rover Vogue 4.4D (A) SUV	POA	4367cc	V8TD/8AT	F4	339bhp/700Nm	6.9sec	218km/h	11.5km/L 229
Range Rover Vogue 5.0 (A) SUV	\$740,000	5000cc	V8S/8AT	F4	510bhp/625Nm	5.4sec	225km/h	7.6km/L 322
Range Rover LWB 5.0 (A) SUV	\$850,000	5000cc	V8S/8AT	F4	510bhp/625Nm	5.8sec	225km/h	7.8km/L 299
Range Rover Sport 3.0D (A) SUV	\$460,000	2993cc	V6TD/8AT	F4	292bhp/600Nm	7.2sec	210km/h	13.3km/L 199
Range Rover Sport 3.0 (A) SUV	\$490,000	2995cc	V6S/8AT	F4	340bhp/450Nm	7.2sec	210km/h	9.3km/L 249

LAND ROVER continued

Range Rover Sport 5.0 (A) SUV

PRICE ON THE ROAD	ENGINE FORMAT/TRANSMISSION		POWER/TORQUE		TOP SPEED	CO2 EMISSION g/km		
\$640,000	5000cc	V8S/6AT	F4	510bhp/625Nm	6.2sec	225km/h	6.7km/L	348

LEXUS // Borneo Motors (S) Pte Ltd, tel: 6631-1388, www.lexus.com.sg

CT200h Executive 1.8 (A) 5dr	\$187,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h	24.4km/L	95
CT200h Luxury 1.8 (A) 5dr	\$207,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h	24.4km/L	95
IS250 Executive 2.5 (A) 4dr	POA	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h	10.9km/L	213
IS250 Luxury 2.5 (A) 4dr	\$243,000	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h	10.9km/L	213
IS300h Executive 2.5 (A) 4dr	\$236,000	2494cc	4H/CVT	FR	223bhp/300Nm	8.5sec	200km/h	20.0km/L	117
ES250 Executive 2.5 (A) 4dr	\$228,000	2494cc	4/6AT	FF	184bhp/235Nm	9.8sec	207km/h	12.5km/L	188
ES300h Executive 2.5 (A) 4dr	\$238,000	2494cc	4H/CVT	FF	205bhp/270Nm	8.5sec	180km/h	18.2km/L	130
GS250 Executive 2.5 (A) 4dr	\$259,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h	11.2km/L	207
GS250 Premium 2.5 (A) 4dr	\$271,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h	11.2km/L	215
GS350 Luxury 3.5 (A) 4dr	POA	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h	9.8km/L	225
GS350 F Sport 3.5 (A) 4dr	POA	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h	9.8km/L	225
GS450h Luxury 3.5 (A) 4dr	POA	3456cc	V6H/CVT	FR	345bhp/352Nm	6.0sec	250km/h	16.4km/L	141
RC350 Luxury 3.5 (A) coupe	\$315,000	3456cc	V6/8AT	FR	312bhp/378Nm	6.3sec	230km/h	10.4km/L	217
RC F 5.0 (A) coupe	\$435,000	4969cc	V8/8AT	FR	470bhp/530Nm	4.5sec	270km/h	9.1km/L	253
LS460 4.6 (A) 4dr	\$504,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS460 F Sport 4.6 (A) 4dr	POA	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS460L 4.6 (A) 4dr	\$557,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS600hL 5.0 (A) 5-seat 4dr	\$651,000	4969cc	V8H/CVT	F4	438bhp/520Nm	6.3sec	250km/h	10.7km/L	219
NX200t Classic 2.0 (A) SUV	\$231,000	1998cc	4T/6AT	F4	234bhp/350Nm	7.3sec	200km/h	13.0km/L	178
NX300h Executive 2.5 (A) SUV	\$253,000	2494cc	4H/CVT	F4	197bhp/270Nm	9.2sec	180km/h	19.6km/L	117
RX350 Executive 3.5 (A) SUV	POA	3456cc	V6/6AT	F4	277bhp/346Nm	8.0sec	200km/h	9.3km/L	250
RX450h Executive 3.5 (A) SUV	POA	3456cc	V6H/CVT	F4	299bhp/334Nm	7.8sec	200km/h	15.9km/L	145

LOTUS // Richburg Motors (S) Pte Ltd, tel: 6283-7076

Elise Club Racer 1.6 conv	\$225,067	1598cc	4/GMT	MR	136bhp/160Nm	6.5sec	204km/h	15.9km/L	149
Exige S 3.5 coupe	\$390,669	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	274km/h	9.9km/L	235
Exige S Automatic 3.5 (A)	POA	3456cc	V6S/6AT	MR	345bhp/400Nm	3.9sec	261km/h	10.4km/L	222
Exige S Roadster 3.5	POA	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	233km/h	9.9km/L	236
Evora 3.5 coupe	\$356,669	3456cc	V6/GMT	MR	276bhp/350Nm	5.0sec	262km/h	10.8km/L	217
Evora 3.5 (A) coupe	\$373,669	3456cc	V6/6AT	MR	276bhp/350Nm	5.3sec	250km/h	11.4km/L	210
Evora S 3.5 coupe	POA	3456cc	V6S/GMT	MR	345bhp/400Nm	4.6sec	286km/h	10.1km/L	229
Evora S 3.5 (A) coupe	\$428,669	3456cc	V6S/6AT	MR	345bhp/400Nm	4.7sec	269km/h	10.3km/L	224

MASERATI // Hong Seh Motors Pte Ltd, tel: 6266-1555, www.hongseh.com

GranTurismo 4.2 (A) coupe	POA	4244cc	V8/6AT	FR	405bhp/460Nm	5.2sec	285km/h	6.8km/L	345
GranTurismo Sport 4.7 (A) coupe	POA	4691cc	V8/6AT	FR	460bhp/520Nm	4.8sec	298km/h	7.0km/L	354
GranTurismo MC Stradale 4.7 (A)	POA	4691cc	V8/6AT	FR	450bhp/510Nm	4.6sec	301km/h	6.9km/L	337
GranCabrio Sport 4.7 (A)	POA	4691cc	V8/6AT	FR	450bhp/510Nm	5.2sec	285km/h	6.9km/L	354
Ghibli Diesel 3.0 (A) 4dr	\$360,001	2987cc	V6TD/8AT	FR	275bhp/600Nm	6.3sec	250km/h	16.9km/L	158
Ghibli 3.0 (A) 4dr	\$380,001	2979cc	V6T/8AT	FR	330bhp/450Nm	5.6sec	263km/h	9.6km/L	223
Ghibli S 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	410bhp/550Nm	5.0sec	285km/h	9.6km/L	242
Quattroporte 3.0 (A) 4dr	\$494,000	2979cc	V6T/8AT	FR	410bhp/550Nm	5.1sec	285km/h	9.5km/L	244
Quattroporte 3.8 (A) 4dr	POA	3798cc	V8T/8AT	FR	530bhp/650Nm	4.7sec	307km/h	8.4km/L	278

MAZDA // Trans Eurokars - Mazda, tel: 6603-6118, www.mazda.com.sg

2.1.5 (A) 5dr	\$117,888	1496cc	4/6AT	FF	115bhp/148Nm	10.0sec	184km/h	19.6km/L	119
3.1.5 (A) 4dr	\$118,888	1496cc	4/6AT	FF	120bhp/150Nm	11.6sec	185km/h	17.5km/L	135
3.1.5 (A) 5dr	\$123,888	1496cc	4/6AT	FF	120bhp/150Nm	11.7sec	180km/h	17.5km/L	135
3.2.0 (A) 4dr	\$135,888	1998cc	4/6AT	FF	165bhp/210Nm	8.9sec	208km/h	17.2km/L	139
3.2.0 (A) 5dr	\$140,888	1998cc	4/6AT	FF	165bhp/210Nm	9.0sec	202km/h	16.9km/L	140
5.2.0 (A) MPV	\$131,888	1999cc	4/5AT	FF	151bhp/190Nm	11.4sec	194km/h	15.2km/L	198
Bianche 2.0 (A) MPV	\$144,888	1998cc	4/6AT	FF	151bhp/190Nm	12.7sec	176km/h	13.5km/L	174
6.2.0 (A) 4dr	\$140,888	1998cc	4/6AT	FF	165bhp/210Nm	10.1sec	209km/h	16.9km/L	138
6.2.5 (A) 4dr	\$150,888	2488cc	4/6AT	FF	192bhp/256Nm	7.8sec	223km/h	15.9km/L	153
6.2.5 (A) estate	\$156,888	2488cc	4/6AT	FF	187bhp/250Nm	8.2sec	218km/h	15.2km/L	155
8.2.3 (A) MPV	\$164,888	2261cc	4/5AT	FF	163bhp/205Nm	13.3sec	170km/h	10.3km/L	222
CX-5 2.0 (A) SUV	\$144,888	1997cc	4/6AT	FF	155bhp/200Nm	9.5sec	187km/h	14.5km/L	160
CX-5 Luxury 2.5 (A) SUV	\$155,888	2488cc	4/6AT	FF	188bhp/250Nm	9.2sec	198km/h	14.5km/L	155
CX-5 2.2 (A) SUV	\$165,888	2192cc	4TD/6AT	F4	175bhp/420Nm	9.4sec	204km/h	16.9km/L	155
CX-9 3.7 (A) SUV	POA	3726cc	V6/6AT	FF	277bhp/367Nm	9.9sec	181km/h	9.1km/L	257
MX-5 Roadster Coupe 2.0 (A)	POA	1999cc	4/6AT	FR	160bhp/188Nm	9.2sec	194km/h	11.1km/L	191

MCLAREN // McLaren Singapore, tel: 6251-6888, www.singapore.mclaren.com

12C 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	330km/h	8.5km/L	279
12C Spider 3.8 (A) conv	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	328km/h	8.5km/L	279
570S 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	570bhp/600Nm	3.2sec	328km/h	9.0km/L	258

BUY GUIDE

MCLAREN continued

650S 3.8 (A) coupe
650S Spider 3.8 (A) conv

PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	333km/h	275
POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	329km/h	275

MERCEDES-BENZ // Cycle & Carriage Industries Pte Ltd, tel: 6298-1818, www.mercedes-benz.com.sg

A180 Style 1.6 (A) 5dr	\$139,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.1sec	202km/h	17.8km/L	131
A200 Style 1.6 (A) 5dr	\$147,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.5km/L	134
A200 Urban 1.6 (A) 5dr	\$161,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.2km/L	136
A250 Sport 2.0 (A) 5dr	\$178,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.6sec	240km/h	15.6km/L	148
A45 AMG 2.0 (A) 5dr	\$280,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.4km/L	165
B180 Style 1.6 (A) 5dr	\$154,888	1595cc	4T/7DC	FF	122bhp/ 200Nm	10.2sec	190km/h	17.2km/L	135
B180 Urban 1.6 (A) 5dr	\$161,888	1595cc	4T/7DC	FF	122bhp/200Nm	10.2sec	190km/h	16.9km/L	137
B200 Style 1.6 (A) 5dr	\$168,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.4sec	220km/h	16.1km/L	138
CLA180 1.6 (A) 4dr	\$171,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.2sec	210km/h	17.2km/L	135
CLA180 Shooting Brake 1.6 (A)	POA	1595cc	4T/7DC	FF	122bhp/200Nm	9.3sec	210km/h	17.9km/L	132
CLA200 CGI 1.6 (A) 4dr	\$181,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.5sec	230km/h	18.2km/L	129
CLA200 Shooting Brake 1.6 (A)	\$184,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.7sec	225km/h	14.7km/L	132
CLA250 CGI 2.0 (A) 4dr	\$194,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.7sec	240km/h	17.9km/L	137
CLA250 Shooting Brake 2.0 (A)	\$200,888	1991cc	4T/7DC	F4	211bhp/350Nm	6.8sec	240km/h	14.7km/L	158
CLA45 AMG 2.0 (A) 4dr	\$294,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.1km/L	165
CLA45 AMG Shooting Brake 2.0 (A)	\$298,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.7sec	250km/h	14.5km/L	161
GLA200 1.6 (A) SUV	\$188,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.8sec	215km/h	16.9km/L	138
GLA250 4Matic 2.0 (A) SUV	\$200,888	1991cc	4T/7DC	F4	211bhp/350Nm	7.1sec	230km/h	15.2km/L	154
GLA45 AMG 2.0 (A) SUV	\$280,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.8sec	250km/h	13.3km/L	175
C180 1.6 (A) 4dr	\$185,888	1595cc	4T/7AT	FR	156bhp/250Nm	8.5sec	223km/h	18.2km/L	127
C200 2.0 (A) 4dr	\$215,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.3sec	235km/h	17.2km/L	134
C250 2.0 (A) 4dr	\$231,888	1991cc	4T/7AT	FR	211bhp/350Nm	6.6sec	250km/h	16.9km/L	136
C63 AMG 4.0 (A) 4dr	\$434,888	3982cc	V8T/7AT	FR	476bhp/650Nm	4.1 sec	250km/h	11.9km/L	196
C63 S AMG 4.0 (A) 4dr	\$454,888	3982cc	V8T/7AT	FR	510bhp/700Nm	4.0sec	250km/h	11.6km/L	200
E200 2.0 (A) 4dr	\$246,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.9sec	233km/h	15.9km/L	146
E250 2.0 (A) 4dr	\$257,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.4sec	243km/h	15.9km/L	146
E300 BlueTEC Hybrid 2.1 (A) 4dr	POA	2143cc	4TDH/7AT	FR	204bhp/500Nm	7.5sec	242km/h	23.8km/L	110
E350 BlueTEC 3.0 (A) 4dr	POA	2987cc	V6TD/7AT	FR	252bhp/620Nm	6.6sec	250km/h	16.7km/L	157
E400 3.0 (A) 4dr	\$302,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.3km/L	175
E250 2.0 (A) estate	\$255,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.8sec	233km/h	15.2km/L	153
E400 3.5 (A) estate	\$306,888	2996cc	V6T/7AT	FR	333bhp/480Nm	7.5sec	250km/h	12.7km/L	184
E200 Coupe 2.0 (A)	\$261,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.8sec	240km/h	16.1km/L	146
E250 Coupe 2.0 (A)	\$272,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.1sec	250km/h	15.4km/L	152
E200 Cabriolet 2.0 (A)	\$271,888	1991cc	4T/7AT	FR	184bhp/300Nm	8.2sec	235km/h	15.2km/L	154
E250 Cabriolet 2.0 (A)	\$287,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.5sec	245km/h	14.7km/L	158
S350L BlueTEC 3.0 (A) 4dr	\$431,888	2987cc	V6TD/7AT	FR	258bhp/620Nm	6.8sec	250km/h	17.9km/L	148
S400L 3.0 (A) 4dr	\$443,888	2996cc	V6T/7AT	FR	333bhp/480Nm	6.4sec	250km/h	12.3km/L	188
S400L Hybrid 3.5 (A) 4dr	\$468,888	3498cc	V6H/7AT	FR	306bhp/370Nm	6.8sec	250km/h	15.2km/L	153
S500L 4.7 (A) 4dr	\$577,888	4663cc	V8T/7AT	FR	455bhp/700Nm	4.8sec	250km/h	11.6km/L	199
Maybach S500 4.7 (A) 4dr	POA	4663cc	V8T/9AT	FR	455bhp/700Nm	5.0sec	250km/h	11.2km/L	207
Maybach S600 6.0 (A) 4dr	\$800,888	5980cc	V12T/7AT	FR	530bhp/830Nm	5.0sec	250km/h	8.5km/L	274
CLS400 3.0 (A) 4dr	\$357,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.0km/L	179
CLS400 Shooting Brake 3.0 (A)	\$367,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.4sec	250km/h	12.5km/L	186
ML250 BlueTEC 2.1 (A) SUV	\$295,888	2143cc	4TD/7AT	F4	204bhp/500Nm	9.0sec	210km/h	16.6km/L	165
ML400 4Matic 3.0 (A) SUV	\$343,888	2996cc	V6T/7AT	F4	333bhp/480Nm	6.1sec	250km/h	10.9km/L	212
ML63 AMG 5.5 (A) SUV	\$513,888	5461cc	V8T/7AT	F4	525bhp/700Nm	4.8sec	250km/h	8.5km/L	276
G350 BlueTEC 3.0 (A) SUV	\$431,888	2987cc	V6TD/7AT	F4	211bhp/540Nm	9.1sec	175km/h	8.9km/L	295
G63 AMG 5.5 (A) SUV	\$675,888	5461cc	V8T/7AT	F4	544bhp/760Nm	5.4sec	210km/h	7.2km/L	322
GL350 BlueTEC 3.0 (A) SUV	\$417,888	2987cc	V6TD/7AT	F4	258bhp/620Nm	7.9sec	220km/h	12.5km/L	209
GL63 AMG 5.5 (A) SUV	\$647,888	5461cc	V8T/7AT	F4	557bhp/760Nm	4.9sec	250km/h	8.1km/L	288
V250 2.1 (A) MPV	\$280,888	2143cc	4TD/7AT	FR	190bhp/440Nm	9.1sec	206km/h	15.6km/L	169
SLK200 1.8 (A) conv	\$263,888	1796cc	4T/7AT	FR	184bhp/270Nm	7.0sec	237km/h	15.4km/L	159
SL400 3.0 (A) conv	\$460,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.2sec	250km/h	13.0km/L	179
SL500 4.7 (A) conv	\$588,888	4663cc	V8T/7AT	FR	435bhp/700Nm	4.6sec	250km/h	11.0km/L	212
SL63 AMG 5.5 (A) conv	\$798,888	5461cc	V8T/7AT	FR	525bhp/630Nm	4.6sec	250km/h	7.2km/L	231
SL65 AMG 6.0 (A) conv	\$973,888	5980cc	V12T/7AT	FR	630bhp/1000Nm	4.0sec	250km/h	8.6km/L	270
AMG GT S 4.0 (A) coupe	\$688,888	3982cc	V8T/7DC	FR	510bhp/650Nm	3.8sec	310km/h	10.4km/L	224

MINI // Eurokars Habitat Pte Ltd, tel: 6473-3777, www.mini.com.sg

One 1.2 (A) 3dr	\$120,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.2sec	195km/h	20.0km/L	112
One 5-Door 1.2 (A)	\$123,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.5sec	192km/h	19.6km/L	119
Cooper D 1.5 (A) 3dr	\$133,300	1496cc	3TD/6AT	FF	116bhp/270Nm	9.2sec	200km/h	25.6km/L	103
Cooper 1.5 (A) 3dr	\$140,300	1499cc	3T/6AT	FF	136bhp/220Nm	7.8sec	210km/h	20.4km/L	115
Cooper 5-Door 1.5 (A)	\$143,300	1499cc	3T/6AT	FF	136bhp/220Nm	8.1sec	207km/h	20.0km/L	116
Cooper S 2.0 (A) 3dr	\$166,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.7sec	233km/h	18.2km/L	127
Cooper S 5-Door 2.0 (A)	\$169,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.8sec	230km/h	18.2km/L	129

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
MINI continued									
John Cooper Works 2.0 (A) 3dr	\$193,300	1998cc	4T/6AT	FF	231bhp/320Nm	6.1sec	246km/h	17.2km/L	134
John Cooper Works Clubman 1.6 (A)	POA	1598cc	4T/6AT	FF	211bhp/260Nm	7.0sec	236km/h	13.9km/L	167
Cooper Clubman 1.6 (A) 5dr	POA	1598cc	4/6AT	FF	120bhp/160Nm	10.9sec	201km/h	15.2km/L	152
Cooper Countryman 1.6 (A) 5dr	\$158,300	1598cc	4/6AT	FF	120bhp/155Nm	11.6sec	182km/h	13.2km/L	177
Cooper S Countryman 1.6 (A) 5dr	\$188,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.9sec	210km/h	13.3km/L	175
John Cooper Works Countryman 1.6 (A)	POA	1598cc	4T/6AT	F4	218bhp/280Nm	7.0sec	225km/h	13.5km/L	184
Cooper Paceman 1.6 (A) 3dr	\$158,300	1598cc	4/6AT	FF	122bhp/160Nm	11.5sec	184km/h	13.2km/L	177
Cooper S Paceman 1.6 (A) 3dr	\$188,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.8sec	212km/h	13.3km/L	175
Cooper Cabriolet 1.6 (A)	\$159,300	1598cc	4/6AT	FF	120bhp/160Nm	11.1sec	191km/h	14.5km/L	154
Cooper S Cabriolet 1.6 (A)	\$188,300	1598cc	4T/6AT	FF	184bhp/260Nm	7.6sec	220km/h	14.7km/L	153

mitsubishi // Cycle & Carriage Automotive Pte Ltd, tel: 6473-9722, www.mitsubishicars.com.sg

Attrage 1.2 (A) 4dr	\$94,999	1193cc	4/CVT	FF	78bhp/100Nm	14.0sec	170km/h	20.8km/L	113
Lancer EX 1.6 (A) 4dr	\$106,999	1590cc	4/4AT	FF	117bhp/154Nm	13.6sec	180km/h	13.7km/L	171
ASX 2.0 (A) SUV	\$123,999	1998cc	4/CVT	FF	150bhp/197Nm	11.3sec	193km/h	13.5km/L	176
Outlander 2.4 (A) SUV	\$143,999	2360cc	4/CVT	F4	165bhp/222Nm	11.2sec	195km/h	12.9km/L	186
Outlander PHEV 2.0 (A) SUV	POA	1998cc	4H/CVT	F4	121bhp/190Nm	11.0sec	170km/h	52.6km/L	44

NISSAN // Tan Chong Motor Sales Pte Ltd, tel: 6466-7711, www.nissan.com.sg

Note 1.2 (A) 5dr	\$90,800	1198cc	3/CVT	FF	79bhp/106Nm	16.2sec	155km/h	20.0km/L	117
Note 1.2 DIG-S (A) 5dr	\$93,800	1198cc	3S/CVT	FF	98bhp/142Nm	12.0sec	167km/h	21.7km/L	106
Almera 1.5 4dr	\$92,800	1498cc	4/5MT	FF	99bhp/134Nm	11.5sec	185km/h	15.2km/L	149
Almera Comfort 1.5 (A) 4dr		1498cc	4/4AT	FF	99bhp/134Nm	13.7sec	170km/h	14.9km/L	159
Almera Premium 1.5 (A) 4dr	\$99,800	1498cc	4/4AT	FF	99bhp/134Nm	13.7sec	170km/h	14.9km/L	159
Sylphy Premium 1.6 (A) 4dr	\$105,800	1598cc	4/CVT	FF	85bhp/154Nm	11.7sec	180km/h	16.1km/L	149
Sylphy Signature 1.8 (A) 4dr	\$119,800	1798cc	4/CVT	FF	96bhp/174Nm	11.4sec	186km/h	14.9km/L	160
Sylphy SSS 1.6 (A) 4dr	\$130,800	1618cc	4T/CVT	FF	140bhp/240Nm	8.4sec	205km/h	12.8km/L	187
Teana 2.0 (A) 4dr	\$131,800	1997cc	4/CVT	FF	100bhp/190Nm	12.1sec	190km/h	13.5km/L	177
Teana 2.5 (A) 4dr	\$139,800	2488cc	4/CVT	FF	127bhp/234Nm	10.1sec	210km/h	13.7km/L	180
Teana 3.5 (A) 4dr	\$177,800	3498cc	V6/CVT	FF	153bhp/312Nm	7.9sec	210km/h	10.8km/L	223
Elgrand Highway Star 2.5 (A) MPV	\$168,800	2488cc	4/CVT	FF	170bhp/245Nm	12.6sec	180km/h	11.2km/L	209
Juke 1.6 (A) SUV	\$112,800	1598cc	4/CVT	FF	116bhp/158Nm	11.5sec	170km/h	15.9km/L	145
Qashqai 1.2 (A) SUV	\$113,800	1197cc	4T/CVT	FF	115bhp/165Nm	12.9sec	173km/h	17.9km/L	129
Qashqai Premium 2.0 (A) SUV	\$127,800	1997cc	4/CVT	FF	144bhp/200Nm	10.1sec	184km/h	14.5km/L	159
X-Trail 2.0 (A) SUV	\$134,800	1997cc	4/CVT	F4	144bhp/200Nm	12.1sec	180km/h	13.3km/L	178
GT-R Black Edition 3.8 (A) coupe	\$482,800	3799cc	V6T/6DC	F4	542bhp/632Nm	3.0sec	310km/h	8.5km/L	278

OPEL // Auto Germany Pte Ltd, tel: 6922-3288, www.opel.com.sg

Corsa 1.4 (A) 5dr	POA	1398cc	4/6AT	FF	90bhp/130Nm	13.9sec	170km/h	16.9km/L	139
Astra 1.4 Turbo (A) 5dr	\$119,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.2sec	200km/h	14.9km/L	157
Astra GTC 1.4 (A) coupe	\$149,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.3sec	200km/h	14.7km/L	139
Meriva 1.4 (A) 5dr	\$115,800	1364cc	4T/6AT	FF	140bhp/200Nm	11.1sec	193km/h	13.9km/L	169
Zafira Tourer 1.4 (A) MPV	\$149,800	1362cc	4T/6AT	FF	140bhp/200Nm	10.9sec	197km/h	13.9km/L	169
Insignia 1.6 (A) 4dr	\$149,800	1598cc	4T/6AT	FF	170bhp/260Nm	9.9sec	210km/h	15.2km/L	164

PAGANI // EuroSports Auto Pte Ltd, tel: 6565-5995

Huayra 6.0 (A) coupe	POA	5980cc	V12T/7AM	MR	700bhp/1000Nm	3.3sec	370km/h	6.7km/L	463
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PERODUA // Perocom Auto Pte Ltd, tel: 6880-8101, www.perodua.com.sg

Kenari EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	55bhp/88Nm	20.5sec	140km/h	not avail.	not avail.
Viva EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	61bhp/90Nm	15.4sec	145km/h	15.2km/L	not avail.
Myvi EZi 1.3 (A) 5dr	POA	1298cc	4/4AT	FF	87bhp/120Nm	13.0sec	164km/h	15.6km/L	not avail.

PEUGEOT // AutoFrance, tel: 6376-2288, www.peugeot.com.sg

308 Active 1.2 (A) 5dr	\$118,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.2sec	200km/h	19.6km/L	117
308 Allure 1.2 (A) 5dr	\$124,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h	19.2km/L	119
308 SW Allure 1.2 (A) estate	\$122,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h	19.2km/L	119
3008 Active e-HDi 1.6 (A) MPV	\$126,900	1560cc	4TD/6AM	FF	112bhp/270Nm	12.6sec	183km/h	22.2km/L	117
508 Allure 1.6 (A) 4dr	\$154,900	1598cc	4T/6AT	FF	163bhp/240Nm	8.9sec	210km/h	17.2km/L	134
508 Allure 1.6 (A) estate	\$159,900	1598cc	4T/6AT	FF	163bhp/240Nm	8.9sec	210km/h	17.2km/L	135
5008 e-HDi 1.6 (A) MPV	\$133,900	1560cc	4TD/6AM	FF	112bhp/270Nm	13.2sec	183km/h	20.4km/L	127
RCZ 1.6 (A) coupe	POA	1598cc	4T/6AT	FF	156bhp/240Nm	8.4sec	213km/h	13.7km/L	168

PORSCHE // Stuttgart Auto Pte Ltd, tel: 6363-0911, www.porsche.com.sg

911 Carrera 3.4 (A) coupe	\$504,489	3436cc	F6/7DC	RR	350bhp/390Nm	4.6sec	287km/h	12.2km/L	194
911 Carrera S 3.8 (A) coupe	\$574,489	3800cc	F6/7DC	RR	400bhp/440Nm	4.3sec	302km/h	11.5km/L	205
911 Carrera GTS 3.8 (A) coupe	\$624,189	3800cc	F6/7DC	RR	430bhp/440Nm	4.0sec	304km/h	11.5km/L	202
911 Carrera 4 3.4 (A) coupe	\$539,989	3436cc	F6/7DC	R4	350bhp/390Nm	4.7sec	283km/h	11.6km/L	203
911 Carrera 4S 3.8 (A) coupe	\$608,289	3800cc	F6/7DC	R4	400bhp/440Nm	4.3sec	297km/h	11.0km/L	215

BUY GUIDE

PORSCHE continued

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
PORSCHE continued									
911 Carrera 4 GTS 3.8 (A) coupe	\$658,989	3800cc	F6/7DC	R4	430bhp/440Nm	4.0sec	302km/h	11.0km/L	212
911 Carrera Cabriolet 3.4 (A)	\$567,789	3436cc	F6/7DC	RR	350bhp/390Nm	4.8sec	284km/h	11.9km/L	198
911 Carrera S Cabriolet 3.8 (A)	\$637,589	3800cc	F6/7DC	RR	400bhp/440Nm	4.5sec	299km/h	11.2km/L	210
911 Carrera GTS Cabriolet 3.8 (A)	\$688,489	3800cc	F6/7DC	RR	430bhp/440Nm	4.2sec	302km/h	11.2km/L	207
911 Carrera 4 Cabriolet 3.4 (A)	\$607,289	3436cc	F6/7DC	R4	350bhp/390Nm	4.9sec	280km/h	11.5km/L	205
911 Carrera 4S Cabriolet 3.8 (A)	\$669,589	3800cc	F6/7DC	R4	400bhp/440Nm	4.5sec	294km/h	10.9km/L	217
911 Carrera 4 GTS Cabriolet 3.8 (A)	\$720,289	3800cc	F6/7DC	R4	430bhp/440Nm	4.2sec	301km/h	10.9km/L	214
911 Targa 4 3.4 (A) conv	\$611,289	3436cc	F6/7DC	R4	350bhp/390Nm	5.0sec	280km/h	11.5km/L	204
911 Targa 4S 3.8 (A) conv	\$673,589	3800cc	F6/7DC	R4	400bhp/440Nm	4.6sec	294km/h	10.9km/L	214
911 Targa 4 GTS 3.8 (A) conv	\$720,289	3800cc	F6/7DC	R4	430bhp/440Nm	4.3sec	301km/h	10.9km/L	214
911 GT3 3.8 (A) coupe	\$703,689	3799cc	F6/7DC	RR	475bhp/440Nm	3.5sec	315km/h	8.1km/L	289
911 GT3 RS 4.0 (A) coupe	\$857,889	3996cc	F6/7DC	RR	500bhp/460Nm	3.3sec	310km/h	7.9km/L	296
911 Turbo 3.8 (A) coupe	\$786,289	3800cc	F6T/7DC	R4	520bhp/660Nm	3.4sec	315km/h	10.3km/L	227
911 Turbo S 3.8 (A) coupe	\$919,389	3800cc	F6T/7DC	R4	560bhp/700Nm	3.1sec	318km/h	10.3km/L	227
911 Turbo Cabriolet 3.8 (A)	\$860,989	3800cc	F6T/7DC	R4	520bhp/660Nm	3.5sec	315km/h	10.1km/L	231
911 Turbo S Cabriolet 3.8 (A)	\$996,689	3800cc	F6T/7DC	R4	560bhp/700Nm	3.2sec	318km/h	10.1km/L	231
Cayman 2.7 (A) coupe	\$313,989	2706cc	F6/7DC	MR	275bhp/290Nm	5.6sec	264km/h	12.7km/L	180
Cayman S 3.4 (A) coupe	\$376,789	3436cc	F6/7DC	MR	325bhp/370Nm	4.9sec	281km/h	12.2km/L	188
Cayman GTS 3.4 (A) coupe	\$421,689	3436cc	F6/7DC	MR	340bhp/380Nm	4.8sec	283km/h	12.2km/L	190
Cayman GT4 3.8 coupe	\$492,689	3800cc	F6/6MT	MR	385bhp/420Nm	4.4sec	295km/h	9.7km/L	238
Boxster 2.7 (A) conv	\$307,089	2706cc	F6/7DC	MR	265bhp/280Nm	5.7sec	262km/h	12.7km/L	180
Boxster S 3.4 (A) conv	\$362,889	3436cc	F6/7DC	MR	315bhp/360Nm	5.0sec	277km/h	12.2km/L	188
Boxster GTS 3.4 (A) conv	\$402,789	3436cc	F6/7DC	MR	330bhp/370Nm	4.9sec	279km/h	12.2km/L	190
Boxster Spyder 3.8 conv	\$442,589	3800cc	F6/6MT	MR	375bhp/420Nm	4.5sec	290km/h	10.1km/L	230
Macan 2.0 (A) SUV	\$288,789	1984cc	4T/7DC	F4	237bhp/350Nm	6.9sec	223km/h	13.3km/L	175
Macan S 3.0 (A) SUV	\$337,489	2997cc	V6T/7DC	F4	340bhp/460Nm	5.4sec	254km/h	11.1km/L	212
Macan S Diesel 3.0 (A) SUV	\$321,789	2967cc	V6TD/7DC	F4	258bhp/580Nm	6.3sec	230km/h	15.9km/L	164
Macan Turbo 3.6 (A) SUV	\$439,889	3604cc	V6T/7DC	F4	400bhp/550Nm	4.8sec	266km/h	10.9km/L	216
Cayenne 3.6 (A) SUV	\$357,789	3598cc	V6/8AT	F4	300bhp/400Nm	7.8sec	230km/h	10.1km/L	236
Cayenne Diesel 3.0 (A) SUV	\$364,489	2967cc	V6TD/8AT	F4	262bhp/580Nm	7.3sec	221km/h	14.7km/L	179
Cayenne S Diesel 4.1 (A) SUV	\$468,689	4134cc	V8TD/8AT	F4	385bhp/850Nm	5.4sec	252km/h	12.5km/L	209
Cayenne S 3.6 (A) SUV	\$458,289	3604cc	V6T/8AT	F4	420bhp/550Nm	5.5sec	259km/h	10.2km/L	229
Cayenne S E-Hybrid 3.0 (A) SUV	\$458,689	2995cc	V6H/8AT	F4	416bhp/590Nm	5.9sec	243km/h	29.4km/L	79
Cayenne GTS 3.6 (A) SUV	\$546,889	3604cc	V6T/8AT	F4	440bhp/600Nm	5.2sec	262km/h	10.0km/L	234
Cayenne Turbo 4.8 (A) SUV	\$648,989	4806cc	V8T/8AT	F4	520bhp/750Nm	4.5sec	279km/h	8.7km/L	267
Cayenne Turbo S 4.8 (A) SUV	\$808,789	4806cc	V8T/8AT	F4	570bhp/800Nm	4.1sec	284km/h	8.7km/L	267
Panamera 3.6 (A) 5dr	\$423,389	3605cc	V6/7DC	FR	310bhp/400Nm	6.3sec	259km/h	11.9km/L	196
Panamera 4 3.6 (A) 5dr	\$455,089	3605cc	V6/7DC	F4	310bhp/400Nm	6.1sec	257km/h	11.5km/L	203
Panamera Diesel 3.0 (A) 5dr	\$423,889	2967cc	V6TD/8AT	FR	300bhp/650Nm	6.0sec	259km/h	15.6km/L	169
Panamera S E-Hybrid 3.0 (A) 5dr	\$559,289	2995cc	V6H/8AT	FR	416bhp/590Nm	5.5sec	270km/h	32.2km/L	71
Panamera S 3.0 (A) 5dr	\$571,189	2997cc	V6T/7DC	FR	420bhp/520Nm	5.1sec	287km/h	11.5km/L	204
Panamera 4S 3.0 (A) 5dr	\$591,689	2997cc	V6T/7DC	F4	420bhp/520Nm	4.8sec	286km/h	11.2km/L	208
Panamera GTS 4.8 (A) 5dr	\$683,589	4806cc	V8/7DC	F4	440bhp/520Nm	4.4sec	288km/h	9.3km/L	249
Panamera Turbo 4.8 (A) 5dr	\$760,389	4806cc	V8T/7DC	F4	520bhp/700Nm	4.1sec	305km/h	9.8km/L	265
Panamera Turbo S 4.8 (A) 5dr	\$930,289	4806cc	V8T/7DC	F4	550bhp/750Nm	3.8sec	306km/h	8.7km/L	239

PROTON // Proton Singapore Pte Ltd, tel: 6472-5885, www.proton.com.sg

Saga 1.3 4dr	POA	1332cc	4/5MT	FF	94bhp/120Nm	13.0sec	160km/h	13.7km/L	145
Preve 1.6 4dr	POA	1597cc	4/5MT	FF	107bhp/150Nm	12.0sec	180km/h	12.7km/L	187
Preve 1.6 CFE (A) 4dr	POA	1597cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.2km/L	205
Exora Bold CPS 1.6 (A) MPV	POA	1597cc	4/4AT	FF	125bhp/150Nm	15.5sec	165km/h	11.4km/L	209
Exora Bold CFE 1.6 (A) MPV	POA	1561cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.6km/L	205

RENAULT // Wearnes Automotive Pte Ltd, tel: 6471-3313, www.renault.com.sg

Captur 1.2 (A) 5dr	\$119,999	1197cc	4T/6DC	FF	120bhp/190Nm	10.9sec	192km/h	18.5km/L	125
Captur 1.5 (A) 5dr	\$120,999	1461cc	4TD/6DC	FF	88bhp/220Nm	13.5sec	170km/h	25.6km/L	103
Clio 1.5 (A) 5dr	\$111,999	1461cc	4TD/6DC	FF	90bhp/220Nm	12.9sec	176km/h	27.0km/L	95
Clio RS Sport 1.6 (A) 5dr	\$159,999	1618cc	4T/6DC	FF	200bhp/240Nm	6.8sec	230km/h	15.9km/L	144
Megane GT-Line 1.5 (A) 5dr	\$123,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.7sec	190km/h	23.8km/L	110
Megane RS265 2.0 3dr	POA	1998cc	4T/6MT	FF	265bhp/360Nm	6.0sec	255km/h	12.2km/L	190
Fluence Privilege 1.5 (A) 4dr	\$119,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.9sec	185km/h	22.7km/L	114
Grand Scenic 1.5 (A) MPV	\$137,999	1461cc	4TD/6DC	FF	110bhp/240Nm	14.3sec	180km/h	21.3km/L	124

ROLLS-ROYCE // Rolls-Royce Motor Cars Singapore, tel: 6479-4333, www.rolls-roycemotorcars-singapore.com

Ghost SII 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.9sec	250km/h	7.1km/L	327
Ghost SII EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.8sec	250km/h	7.1km/L	329
Ghost V 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	4.9sec	250km/h	7.1km/L	327
Ghost V EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	5.0sec	250km/h	7.1km/L	329
Wraith 6.6 (A) coupe	POA	6592cc	V12T/8AT	FR	624bhp/800Nm	4.6sec	250km/h	7.1km/L	327

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
ROLLS-ROYCE continued								
Phantom SII 6.7 (A) 4dr	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.9km/L
Phantom Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.8sec	250km/h	7.0km/L
Phantom Drophead Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.8km/L

RUF // Specialised Automobiles Pte Ltd, tel: 6479-9911

3800S 3.8 (A) conv	POA	3800cc	F6/7DC	MR	420bhp/450Nm	4.1sec	300km/h	11.5km/L
Rt 35 3.8 (A) coupe	POA	3800cc	F6T/7DC	RR	630bhp/825Nm	3.1sec	338km/h	9.1km/L
CTR3 3.8 (A) coupe	POA	3800cc	F6T/7DC	MR	777bhp/980Nm	3.2sec	380km/h	7.4km/L

SSANGYONG // Motorway SsangYong Pte Ltd, tel: 6463-2200, www.ssangyong.com.sg

Tivoli 1.6 (A) SUV	\$125,888	1597cc	4/6AT	FF	128bhp/160Nm	12.0sec	175km/h	13.9km/L
Rexton 2.0 (A) SUV	\$169,888	1998cc	4TD/5AT	FF	155bhp/360Nm	13.2sec	175km/h	12.8km/L
Stavic 2.0 (A) MPV	\$156,888	1998cc	4TD/5AT	FF	155bhp/360Nm	not avail.	181km/h	12.8km/L

SUBARU // Motor Image Enterprises Pte Ltd, tel: 6417-0300, www.subaru.com.sg

Impreza 1.6i-S (A) 4dr	\$105,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L
Impreza 1.6i-S (A) 5dr	\$107,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L
WRX 2.0 4dr	\$159,800	1998cc	F4T/6MT	F4	268bhp/350Nm	6.0sec	215km/h	10.9km/L
WRX 2.0 (A) 4dr	\$159,800	1998cc	F4T/CVT	F4	268bhp/350Nm	6.3sec	240km/h	11.6km/L
WRX STI 2.5 4dr	\$197,800	2457cc	F4T/6MT	F4	305bhp/407Nm	5.2sec	255km/h	9.6km/L
Forester 2.0i (A) SUV	\$119,800	1995cc	F4/CVT	F4	150bhp/198Nm	11.8sec	192km/h	12.7km/L
Forester 2.0 XT (A) SUV	\$129,800	1998cc	F4T/CVT	F4	240bhp/350Nm	7.5sec	221km/h	11.8km/L
Outback 2.5 (A) estate	\$136,800	2498cc	F4/CVT	F4	175bhp/235Nm	10.2sec	210km/h	13.0km/L
XV 1.6 (A) SUV	\$111,800	1600cc	F4/CVT	F4	114bhp/150Nm	13.8sec	175km/h	15.9km/L
BRZ 2.0 coupe	\$151,800	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L
BRZ 2.0 (A) coupe	\$151,800	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.1km/L

SUZUKI // Champion Motors (1975) Pte Ltd, tel: 6631-1118, www.suzukicar.com.sg

Swift GLX 1.4 5dr	POA	1372cc	4/SMT	FF	95bhp/130Nm	10.9sec	170km/h	18.2km/L
Swift GLX 1.4 (A) 5dr	\$91,900	1372cc	4/4AT	FF	95bhp/130Nm	12.3sec	165km/h	16.1km/L
Swift Sport 1.6 5dr	\$104,900	1586cc	4/6MT	FF	136bhp/160Nm	8.7sec	195km/h	15.4km/L
Swift Sport 1.6 (A) 5dr	\$107,900	1586cc	4/CVT	FF	136bhp/160Nm	8.7sec	185km/h	16.4km/L
Solio 1.2 (A) 5dr	\$92,900	1242cc	4/CVT	FF	91bhp/118Nm	13.5sec	155km/h	18.9km/L
S-Cross 1.6 (A) 5dr	\$108,900	1586cc	4/CVT	FF	120bhp/156Nm	12.4sec	170km/h	17.2km/L
S-Cross AllGrip 1.6 (A) 5dr	\$114,900	1586cc	4/CVT	F4	120bhp/156Nm	13.5sec	165km/h	16.1km/L
Vitara 1.6 (A) 5dr	POA	1586cc	4/6AT	F4	120bhp/156Nm	13.0sec	180km/h	17.5km/L

TOYOTA // Borneo Motors (S) Pte Ltd, tel: 6631-1188, www.toyotasingapore.com.sg

Vios Elegance 1.5 (A) 4dr	\$103,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L
Vios Grande 1.5 (A) 4dr	\$108,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L
Yaris 1.3 (A) 5dr	POA	1329cc	4/CVT	FF	100bhp/125Nm	11.7sec	175km/h	19.6km/L
Corolla Altis 1.6 (A) 4dr	\$110,888	1598cc	4/CVT	FF	121bhp/154Nm	11.1sec	185km/h	15.4km/L
Prius C 1.5 (A) 5dr	\$115,888	1497cc	4H/CVT	FF	100bhp/111Nm	10.7sec	170km/h	25.6km/L
Prius 1.8 (A) 5dr	\$135,888	1798cc	4H/CVT	FF	100bhp/142Nm	10.4sec	180km/h	25.0km/L
Camry 2.0 (A) 4dr	\$141,888	1998cc	4/6AT	FF	164bhp/199Nm	10.8sec	187km/h	14.0km/L
Camry 2.5 (A) 4dr	\$147,888	2494cc	4/6AT	FF	178bhp/231Nm	9.2sec	210km/h	12.9km/L
Camry Hybrid 2.5 (A) 4dr	\$176,888	2494cc	4H/CVT	FF	205bhp/213Nm	8.7sec	185km/h	19.6km/L
Avanza 1.5 (A) MPV	\$118,888	1495cc	4/4AT	FF	103bhp/136Nm	15.0sec	165km/h	13.2km/L
Wish Standard 1.8 (A) MPV	\$128,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L
Wish Elegance 1.8 (A) MPV	\$135,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L
Previa 2.4 (A) 7-seat MPV	\$182,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L
Previa 2.4 (A) 8-seat MPV	\$186,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L
Alphard Elegance 2.5 (A) MPV	\$212,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L
Vellfire 2.5 (A) MPV	\$213,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L
RAV4 2.0 (A) SUV	POA	1987cc	4/CVT	F4	151bhp/194Nm	10.7sec	185km/h	13.3km/L
RAV4 Premium 2.0 (A) SUV	POA	1987cc	4/CVT	F4	151bhp/194Nm	10.7sec	185km/h	13.3km/L
Fortuner 2.7 (A) SUV	POA	2694cc	4/4AT	FR	160bhp/241Nm	12.2sec	180km/h	8.3km/L
86 S 2.0 coupe	POA	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L
86 GS 2.0 (A) coupe	POA	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.3km/L

COMPACT HATCHBACKS UNDER \$125,000



FORD FOCUS TREND 1.6 - \$114,999
 MAZDA 3 1.5 5DR - \$123,888
 OPEL ASTRA 1.4 - \$119,800
 PEUGEOT 308 ACTIVE 1.2 - \$118,900

RENAULT MEGANE GT-LINE 1.5 - \$123,999
 SUBARU IMPREZA 1.6 - \$107,800
 VOLKSWAGEN GOLF 1.2 - \$110,800

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
VOLKSWAGEN // Volkswagen Centre Singapore, tel: 6474-8288, www.volkswagen.com.sg									
Polo 1.2 (A) 5dr	\$104,300	1197cc	4T/7DC	FF	90bhp/160Nm	10.9sec	182km/h	18.9km/L	124
Beetle 1.2 (A) 3dr	\$126,800	1197cc	4T/7DC	FF	105bhp/175Nm	10.9sec	180km/h	16.9km/L	137
Beetle 1.4 (A) 3dr	\$148,800	1390cc	4TS/7DC	FF	160bhp/240Nm	8.3sec	207km/h	16.1km/L	143
Golf 1.2 (A) 5dr	\$110,800	1197cc	4T/7DC	FF	105bhp/175Nm	10.2sec	192km/h	21.0km/L	114
Golf 1.4 (A) 5dr	\$115,800	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L	116
Golf Sport 1.4 (A) 5dr	\$150,300	1395cc	4T/7DC	FF	140bhp/250Nm	8.4sec	212km/h	20.0km/L	116
Golf GTI 2.0 (A) 5dr	\$190,800	1984cc	4T/6DC	FF	220bhp/350Nm	6.5sec	244km/h	15.6km/L	153
Golf R 2.0 (A) 5dr	\$212,300	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.1km/L	164
Golf Cabriolet 1.4 (A)	\$171,800	1390cc	4TS/7DC	FF	160bhp/240Nm	8.4sec	216km/h	15.8km/L	148
Golf GTI Cabriolet 2.0 (A)	\$189,800	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	235km/h	13.0km/L	180
Scirocco 1.4 (A) coupe	\$125,800	1390cc	4T/7DC	FF	122bhp/200Nm	9.7sec	200km/h	15.9km/L	147
Scirocco R 2.0 (A) coupe	\$201,800	1984cc	4T/6DC	FF	280bhp/350Nm	5.5sec	250km/h	12.7km/L	185
Jetta Highline 1.4 (A) 4dr	\$119,800	1390cc	4T/7DC	FF	122bhp/200Nm	9.8sec	202km/h	16.6km/L	138
Touran 1.4 (A) MPV	POA	1395cc	4T/7DC	FF	150bhp/250Nm	8.9sec	209km/h	17.9km/L	125
Touran Comfort 1.4 (A) MPV	\$152,800	1390cc	4TS/7DC	FF	140bhp/220Nm	9.5sec	202km/h	15.2km/L	154
Touran Sport 1.4 (A) MPV	\$166,800	1390cc	4TS/7DC	FF	170bhp/240Nm	8.5sec	213km/h	15.2km/L	154
Touran 1.6 TDI (A) MPV	\$139,300	1598cc	4TD/7DC	FF	105bhp/250Nm	12.8sec	183km/h	21.7km/L	121
Sharan 2.0 (A) MPV	\$189,800	1984cc	4T/6DC	FF	200bhp/280Nm	8.3sec	220km/h	11.7km/L	198
Sharan 2.0 TDI (A) MPV	POA	1968cc	4TD/6DC	FF	170bhp/350Nm	9.8sec	210km/h	16.9km/L	154
Passat 1.8 (A) 4dr	\$157,800	1798cc	4T/7DC	FF	180bhp/250Nm	7.9sec	232km/h	16.9km/L	135
Passat 2.0 (A) 4dr	POA	1984cc	4T/6DC	FF	220bhp/350Nm	6.7sec	246km/h	15.6km/L	246
CC R-Line 2.0 (A) 4dr	\$187,300	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	240km/h	12.8km/L	182
Phaeton 3.6 (A) 4dr	\$336,800	3597cc	V6/6AT	F4	280bhp/370Nm	8.9sec	250km/h	8.8km/L	265
Phaeton 4.2 (A) 4dr	\$407,800	4172cc	V8/6AT	F4	335bhp/430Nm	6.9sec	250km/h	8.0km/L	298
Tiguan 1.4 (A) SUV	POA	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L	164
Tiguan 1.4 EQP (A) SUV	\$149,800	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L	164
Tiguan R-Line 2.0 (A) SUV	\$186,300	1984cc	4T/7DC	F4	210bhp/280Nm	7.3sec	213km/h	11.6km/L	199
Tiguan 2.0 TDI (A) SUV	POA	1968cc	4TD/7DC	F4	140bhp/320Nm	10.2sec	188km/h	16.7km/L	158
Touareg R-Line 3.0 TDI (A) SUV	\$308,300	2967cc	V6TD/8AT	F4	245bhp/550Nm	7.6sec	220km/h	13.9km/L	189
VOLVO // Wearnes Automotive Pte Ltd, tel: 6473-1488, www.volvocars.com.sg									
S60 D2 1.6 (A) 4dr	\$175,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.3sec	195km/h	23.3km/L	114
S60 T5 Drive-E 2.0 (A) 4dr	\$175,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.3sec	230km/h	16.7km/L	139
V40 T2 1.5 (A) 5dr	\$160,000	1498cc	4T/6AT	FF	122bhp/220Nm	9.8sec	190km/h	18.5km/L	125
V40 Cross Country T5 2.0 (A) 5dr	\$185,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.1sec	210km/h	15.6km/L	149
V60 T5 Drive-E 2.0 (A) estate	\$195,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.4sec	230km/h	16.4km/L	142
V60 Cross Country T5 2.0 (A) estate	\$205,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.6sec	210km/h	15.2km/L	153
S80 T5 Drive-E 2.0 (A) 4dr	\$185,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.5sec	230km/h	16.1km/L	144
XC60 T5 Drive-E 2.0 (A) SUV	\$220,000	1969cc	4T/8AT	FF	245bhp/350Nm	7.2sec	210km/h	14.9km/L	157
XC60 T5 R-Design 2.0 (A) SUV	\$235,000	1999cc	4T/6DC	FF	245bhp/350Nm	7.2sec	210km/h	14.9km/L	157
XC90 D5 Momentum 2.0 (A) SUV	\$330,000	1969cc	4TD/8AT	F4	225bhp/470Nm	7.8sec	220km/h	17.5km/L	149
XC90 D5 Inscription 2.0 (A) SUV	\$360,000	1969cc	4TD/8AT	F4	225bhp/470Nm	7.8sec	220km/h	17.5km/L	149
XC90 T6 Momentum 2.0 (A) SUV	\$330,000	1969cc	4T/8AT	F4	320bhp/400Nm	6.5sec	230km/h	12.5km/L	186
XC90 T6 Inscription 2.0 (A) SUV	\$360,000	1969cc	4T/8AT	F4	320bhp/400Nm	6.5sec	230km/h	12.5km/L	186

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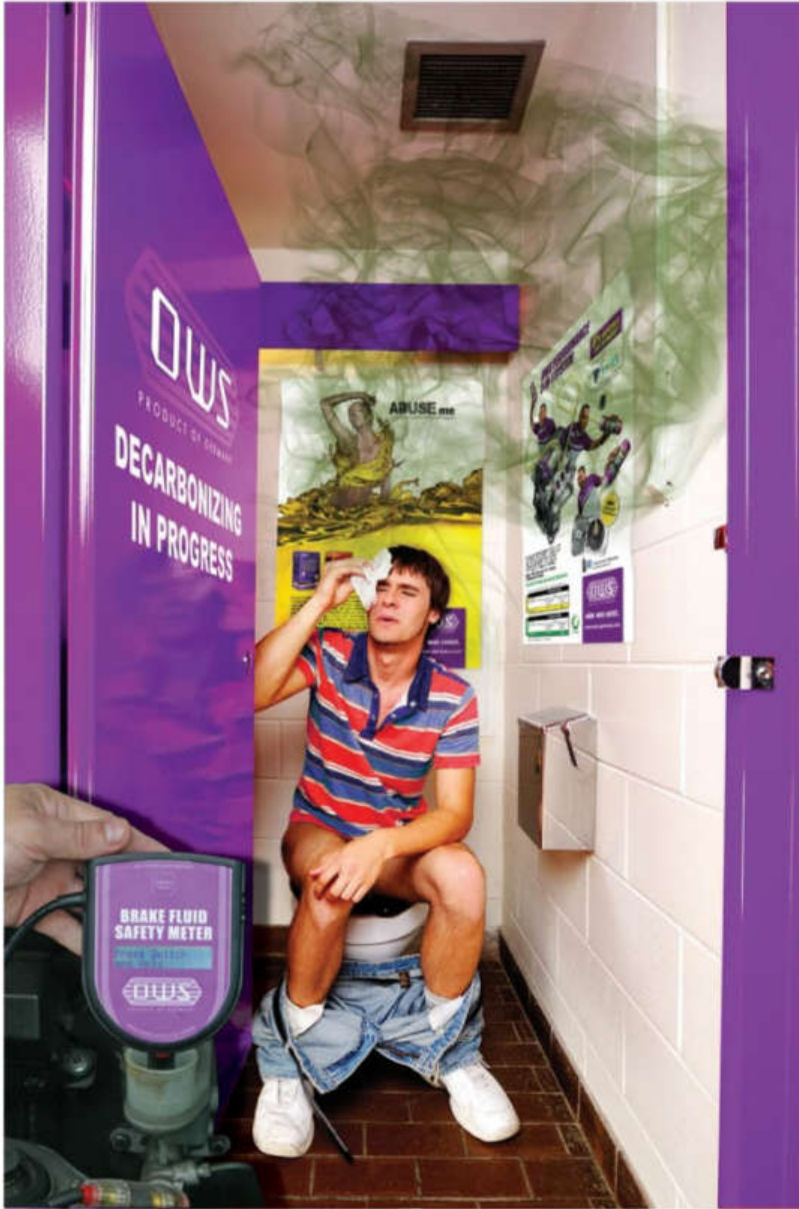
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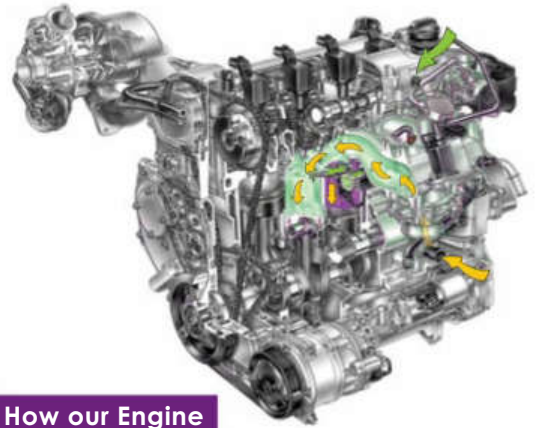


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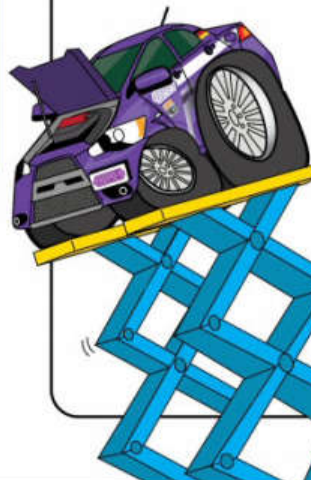


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